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OLDER CLASSICS, MODERN TECHNOLOGY

BY ROBERT GOLDMAN

In exchange for loaning a car to a friend, I took advantage of his extensive knowledge of carburetors and fuel injection systems by making him help diagnose the SU on my MG Midget. The Midget, aka the Flaming Cockroach, has been annoying fellow motorists for several years now with its roarty exhaust and plenty of supercharger boost.

Since it lacks an accelerator pump, the SU struggles to provide enough fuel at tip-in. This is easily countered by rolling into the throttle with a bit of moderation, but I'm not here to gently "roll on" the throttle. The Cockroach knows only instant on, like a Labrador presented with unguarded food.

I am inclined to approach problems in a haphazard fashion, which generally results in little forward progress. After much cajoling from my car-borrowing friend, and with the help of the good folks at Innovate Motorsports, we've turned a corner and are now taking a more scientific tack. We hooked up Innovate's LC-1 wide-band O2 sensor controller and air/fuel ratio gauge (Moss part No. 982-100).

The wide-band O2 sensor gives instant visual feedback of the air/fuel ratio. When used in conjunction with an accurate AFR gauge, one can see not only when things happen, but also to what degree. In other words, before using the sensor, I knew I was lean on tip-in, but not exactly how lean, and for exactly how long after stomping the loud pedal.

Installing the O2 sensor requires welding a bung into the exhaust system, but the results are well worth it. Once the Innovate was installed, we took the car out for some tests. First up was a simple drive around to see how the AFR looked. Then it was time to see if we could "move the needle," meaning we wanted to see how much change we could cause with any given adjustment.

We tested with no dashpot oil, and then with 90 weight. We removed the piston return spring, then installed one which had been stretched to a greater length. We removed the air bleed bushings from the bottom of the piston, and tried various combinations of the above. The theory here is to not creep up on a solution; by making massive changes, we can develop a sense of the effect and scale of changes in a given piece of the system.

The interesting and unexpected conclusion of this experi-

menting was the realization that there are only two ways to significantly affect how the SU runs: by either changing needle profiles, or by resetting the idle mixture adjustment with a given needle. Mucking around with the dashpot piston can destabilize air velocity across the bridge, but it won't dramatically change the inherent tune.

There is one exception to the above statement. As we here at Moss, and as some of our customers have seen, if the air bleed holes in the dashpot piston are too small, the piston may rise too slowly or not at all. This effect could well be diagnosed

as a lean tip-in condition, when in fact the problem is that no air is being allowed past the piston. The Innovate gives us a clear indication of whether any bogging is caused by lean mixture or a too-slow piston rise.

A day spent learning has given us a clear indication of where we need to go. Throughout the last few weeks I've been testing and refining my own version of SU carburetor "secret sauce." No, you can't see it yet. First, I want to know if the project will end in success. That way I'll have time to craft my next article. It will be about the slick new product I've designed, or a funny story about Rube Goldman's latest abject failure. **BM**



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BRITISH MOTORING

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Moss Mini Catalog Continues to Grow

Moss Motors' classic Mini catalog already contains more than 2800 part numbers—from accessories and add-ons to restoration and hard parts. A free copy of the catalog can be requested online at mossmotors.com; orders can also be placed through the site.



Happy Birthday, Mini: The original Mini hit the showrooms 50 years ago. And just about everything needed to totally restore one is still available from Moss Motors.

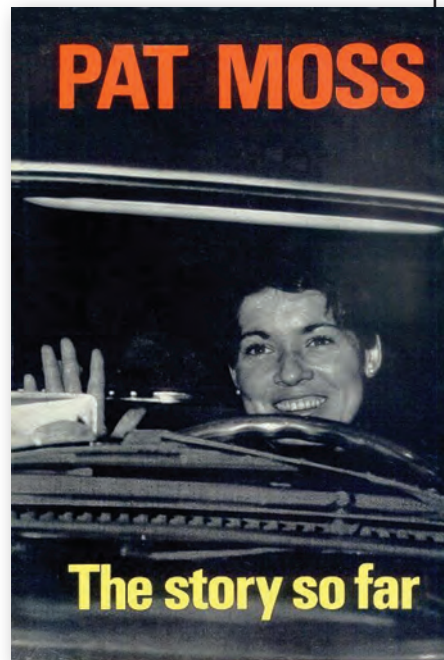
Big Money For a Big Healey

A 1960 Austin Healey 3000 Mk I BN7 fetched a cool \$99,000 at the Gooding & Company's Scottsdale auction this past January. Big Healey prices have been on the rise, and the economic problems have not slowed them down. Unfortunately, no, yours is still probably not worth that much.



Pat Moss, 1934-2008

The motorsports community has lost one of its most celebrated rally drivers as Pat Moss passed away on October 14, 2008. In addition to claiming the European Ladies' Rally Championship five times, she served as a works driver for BMC, Ford, Saab, Lancia and Renault. Whether the tool handed to her was an Austin Healey 100/6 or a Mini Cooper, she could win with it. Moss is survived by her husband, fellow rally legend Erik Carlsson, as well as their daughter Suzy. Pat Moss is also survived by her older brother, Sir Stirling Moss.



Virginia Warehouse Operational

Moss Motors' new warehouse in Petersburg, Va.—just outside Richmond—will begin shipping orders May 1. East Coast customers will now enjoy shorter delivery times.

While Moss Moves

Beginning April 13 and ending May 1, Moss' California warehouse will be the sole shipping location. To ensure customers East of the Mississippi receive orders in a timely manner, Moss is offering deeply discounted air shipping rates. For more information please visit www.mossmotors.com/move.

Virginia Warehouse Manager Named

Fred L. Eisenhower, III will be the warehouse manager of Moss' new Virginia facility. Fred has been a Richmond resident for 30 years, and has 20-plus years in warehousing and logistics. After growing up in a tobacco family and traveling most of the East Coast, he's now settled into this location with his wife and two kids.

As for the famous last name, Fred says, "Yes, I am related to the late Dwight D. Eisenhower and, no, I never met him." Moss welcomes this incredibly knowledgeable local man and his family as an integral part of our East Coast expansion.





You have questions and we have trunnions—we mean answers! Compliments, comments and castigations are all welcome at Motor Mail. Please send yours to editor@mossmotors.com or via USPS to:

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Octagon Love

So I made these cool new mullions for the window over my bureau, but now I'm not sure if they should face in or outwards. Before you call me crazy, you just need to realize that this window has been beckoning me to do this for 14 years now. Can't say yet if she'll let me keep them.

Jeff Boot
 via e-mail



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Mesh Windblocker 458-328 \$229.95

Performance Headers

These tubular exhaust headers are suitable for vintage racing or the sporting enthusiast. All headers are jig-welded and designed for maximum performance. Hand fitting and port matching required, particularly for racing applications.

948-1275cc 1958-'71 Sprite	459-014	\$179.95
948-1275cc 1962-'74 Midget	459-014	179.95
1500 - 1975-'80 Midget	459-017	179.95
Spitfire 1967-'74	865-130	179.95
TR6 1973-'75	865-135	239.95



MGB Console Cup Holder

Enhance your MGB with this truly custom cup holder! This is not your usual generic cup holder, this is custom molded to fit the trapezoidal-shaped area just in front of the shifter, and looks like original equipment. Made from black, textured ABS just like the console it sits on, it fits two beverages - from small cups and cans to medium sized bottles and mugs. No fasteners are necessary, simply set in place, and it is trapped in position. Removal is just as simple.

Console Cup Holder 1972-'80 453-756 \$32.95

GT6 Performance Free-Flow Exhaust Systems

These are highly refined systems designed to give you an increase in both horsepower and gas mileage by reducing exhaust back pressure. Constructed of heavy gauge steel, black with chrome tipped ends. Systems do not include front down pipes.

GT6 1969-'73 865-125 \$399.95

Exhaust Tips

PaceSetter's exhaust tips are the perfect ending for any exhaust system, from stock to race-modified. The best-known polished and chrome-plated steel exhaust tips, these are the standard by which all other premium tips are compared. Each features slash-cut or big bore outlets with glass-packed resonators and can be clamped onto 2" pipe or welded.



Slash Cut, Dual	224-115	\$84.95
Slash Cut, Single	224-125	67.95
Big Bore	224-135	59.95

TR6 13-Blade Fan

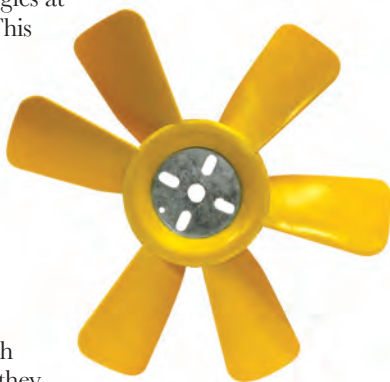
We are pleased to be able to offer an excellent reproduction of the long obsolete 312301 fan for the TR6. The holes for the mounting bolts have steel sleeves, as did the originals. The red 14.5" diameter fan was introduced on US spec cars with the 1972 model year. All CF (w/ carbs) and CR (petrol injection) cars were equipped with this fan from 1973 on. According to Bill Piggott, the original fans were mostly red in color, although there are original examples of yellow and black 13-bladed fans.



TR6 13-Blade Fan **835-270** **\$64.95**

Austin-Healey Texas Kooler 6-Blade Fan

Most Healey owners have had issues with the cooling system that works fine when the vehicle is in motion but struggles at idle on a hot day. This usually means the fan is not moving enough air through the radiator. It should come as no surprise that a group of Healey enthusiasts from hot North Texas would come up with the answer – a fan they called “The Texas Kooler.” For 100-4 an adaptor is required.



Texas Kooler 6-Blade Fan **834-882** **\$89.95**
Adaptor for 100-4 **834-884** **95.00**



MGB Competition Oil Pan

Improve your 5-main MGB engine with a competition inspired aluminum oil sump. With input from multiple SCCA championship winner Kent Prather, we've built a high performance upgrade to the cheap original stamped steel oil pan. The Moss Competition sump features design and construction elements from established racing practice. Whether your engine is stock or highly modified, keeping the oil cool and reducing the chances of oil surge will pay benefits in longer engine life. Mounting hardware included. Features include:

- Sturdy die cast construction with a heavy mounting flange - adds stiffness to the bottom of the engine block.
- Cast in cooling fins to maximize heat rejection.
- Competition Inspired baffling prevents oil surge away from the oil pump pickup during hard maneuvering.
- An optional windage tray kit for maximum performance engine builds.
- Works with your existing dip stick.

Competition Oil Pan **460-372** **\$329.95**
Windage Tray **460-373** **59.95**

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Camshaft Type	Part No.	Price	Duration Int – Exh	Lift Description
Fast Road	114-160	\$399.95	260-270°	1275cc smooth idle
Road/Rally	114-165	399.95	270-280°	1275cc slightly lumpy idle excellent street cam

Matching Oil Pumps

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VINTAGE TOURS AND RALLIES FOR EVERYONE

BY KATHLEEN M. MANGAN



Will Brewster photo

If you've been working on mechanical projects and upgrades on your roadster all winter and are ready to do more with it than drive to the park on Sunday, then perhaps a vintage tour or rally should be on your agenda.

These are multi-day events through scenic areas on great sports car roads with fellow enthusiasts. They generally fall into two categories: touring events that are all-inclusive driving vacations, and competitive time-speed-distance (TSD) rallies with scoring and trophies for the winners. Some of the entrants in rallies choose to do them non-competitively, treating the event more like a tour. And don't go by event names, some are called rallies but are really tours.

Some of these events are prestigious, luxury tours for valuable, pre-1958 collector cars, while others are geared simply to car enthusiasts. Some are focused on the route book, while others are focused on stops at wineries. Some cross high desert, while others cross high mountain ranges with the possibility of snow. But they all involve camaraderie and many days of driving enjoyment with your car.

Mille Inspiration

Longtime racer Johnathan Edwards of Sausalito, Calif., initially thought he'd merely use the California Mille as a test for his 1957 MGA that he converted to a race-prep rally car for the Carrera Panamericana Road Race in Mexico. He enjoyed the roads, the driving and the group so much that he participated in the Mille for many years.

"It's really an enjoyable cruise," says Edwards, "but there's also some spirited driving. There are some very good drivers pushing their classics pretty hard, from million-dollar machines to vintage cars from the '30s."

The route itself is another main event draw. "There are so many gorgeous views of the ocean along Highway 1, river gorges, vineyards and the High Sierras," says Edwards. "One year we hit snow and my hands were frozen without a heater so we skipped the stages and drove to the hotel to get a parking spot under the entrance cover, then waited for the group in the bar. You can do exactly as you please on these events, that's the wonderful thing about it."

Cars were not invented to sit in climate-controlled garages, and an organized rally is a great way to enjoy some amazing scenery with like-minded folks. And if the car gets wet, it will eventually dry.



The prestigious California Mille, started in 1991, is based on the historic Mille Miglia race that ran from Brescia to Rome and back until 1957. Only the cars that could have qualified for the original event are eligible; many are in show quality condition.

Other vintage tours have popped up in various spots around the country, often with less stringent requirements. Most donate proceeds to charity, stay in luxury hotels, limit entries and involve unique attractions. They typically take different routes each year since there are so many repeaters on the tours. Some stay in one hotel for the event, while others move from hotel to hotel and offer a van to transfer luggage. Differing scenery, driving roads and tour highlights give each its own appeal.

Event Appeal

The Colorado Grand was the first vintage tour in America, starting in 1989. It's renowned for prewar models and one-of-a-kind cars; a virtual rolling museum through the mountains. The Copperstate 1000 in Arizona includes a stretch of road with 158 curves in 12 miles on Highway 89A from Jerome to Prescott Valley, plus a flight to the rim of the Grand Canyon. The Texas 1000 includes stops at two private classic car collections, plus the Continental Tire test track for a gymkhana and time trials.

Barnstorming Maine is accompanied by Brian Redman, former factory racer for Jaguar, Porsche and Ferrari, and three-time winner of the 24 Hours of Le Mans. It features Bar Harbor, Acadia National Park and Maine's rugged coastline. "We show participants a side of Maine they wouldn't normally see," says CEO Vaughn Stinson. "The natural beauty is stunning."

The scenic roads are also the highlight on the Bluegrass 1000 road tour through the rolling hills of Kentucky, according to Bill Tilford, organizer and '79 Triumph Spitfire owner. "We drive along the Kentucky River where it made a deep

cut creating beautiful palisades, and follow the natural contours of the Appalachian Mountains on twisty roads," he says. With a detailed map and instructions, teams can do the roads with the group or at their own pace.

One of the Bluegrass highlights is a chance to do the road racing course at Bluegrass Motorsports Club. Stops include bourbon distilleries on the bourbon trail, Lincoln's birthplace, and renowned horse farms like Three Chimneys and Afton Farm. "We have fun the whole time," says Tilford, "the camaraderie is fantastic."

Car Support

The Bluegrass, like most of the other vintage tours, provides excellent mechanical support to participants, taking the worry out of the event that former gremlins might surface and ruin the tour. Two service technicians travel with the group offering free assistance, a roll-back wrecker follows along to pick up cars with problems, and it hauls a new Mustang convertible for the driver. Ford dealers in the area offer their lifts for free, so the wrecker takes the car to a dealer where the event mechanics try to get it back on the road. There's an advance car so there are no surprises on the route, two paramedics following, a secure lot for car tow trucks and trailers, and pre- and post-event storage for cars.

Comprehensive support services—and Moss Motors—saved the day for Sir John White, a member of English royalty who comes over to participate in the Going to the Sun Rally, a tour through Montana and Wyoming. Steve Gordon, automotive advisor and former board member, explains that while running sweep on the route just outside Yellowstone's north gate in Montana, he came across Sir John's '64 MGB on the side of the road.

Gordon quickly diagnosed the problem—a bearing had gone out in the generator. Since there was no cell phone coverage, Gordon used an event satellite phone to call Moss



Rally organizers will handle all of the logistics, including the route and lodging. Most also bring their own mechanical support team.

Will Brewster photo

Car Preparation Tips For Vintage Tours and Rallies

BY STEVE GORDON

The following vintage car prep tips can help you avoid mechanical problems during a thousand-mile tour or rally:

- Change all fluids and filters: engine, transmission, differential, coolant, brakes, clutch, windscreen washer, etc.
- Consider the day and night temperatures you will encounter during the event when choosing oil viscosity and coolants.
- If there will be high elevation driving and your carburetors have adjustable jets or diaphragms, make sure the linkage is in good working order. Take along an extra set of jets and required tools to make adjustments. Take two extra sets of spark plugs in case yours foul up.
- Check the tires and spares for age, wear and pressure. Regardless of the amount of tread, tires six years and older can get very hard and their driving characteristics unpredictable. One minute they grip and the next they are sliding without warning.
- Make sure your windshield wipers work and the blades are in good shape. This is important when there are bug hatches, thunderstorms or snow flurries.
- Check all belts, hoses and fuses.
- Change or clean fuel filters and sediment bowls.
- Do a complete chassis lube, and don't forget the steering box or rack fluid.
- Pack and adjust the wheel bearings.
- Check the condition of your shocks and sway bar bushings. Replace if necessary.
- Make sure seat belts are comfortable and in good condition.
- Adjust the valves.
- Check front-end alignment.
- Carry a fire extinguisher, tool kit, flares and roadside emergency pack.
- Order and take along all the spare parts you might possibly need during the event.

Steve Gordon is the owner of Vintage Auto Services, a British sports car restoration, repair and maintenance shop in Oakland, California.



Tim Suddard photo



Vintage tours might wind through snowcapped mountains, towering rock formations or coastal crags. Of course, having the right companion helps. Henry Garazo says his orange MGB is a blast on winding roads, while Johnathan Edwards reports that his MGA can easily stick with the lead pack.



Tim Suddard photo

An army can't march on an empty stomach, and neither can a classic car rally. Good food is usually part of the daily routine.



Motors. Although it was just before closing time, Moss checked and found the part in stock, and shipped it overnight to the closest town. The event tow truck took the car to the town where event mechanics pulled the old generator. The part arrived at 10 a.m. and the MGB was able to rejoin the tour about an hour later.

“Owners bring well prepared cars to the event because they want to get the most out of the experience,” says Gordon. But event organizers send participants advance car prep advice and a list of spare parts they should have with them just in case.

Driving adventures on the Going to the Sun rally include switch-backs through the Beartooth Mountains up to 10,000 feet of elevation, long straight sections that the Ferrari guys love and remote areas in Yellowstone, says one of the founders, Jim Sitton who drives a 1956 Jaguar XK140. “They’re fun, rhythmic roads and we all love to drive,” he says, noting that 80 percent of the participants have a F1 license or are vintage racers.

Also included is lunch at the Buffalo Bill Museum in Cody, Wyoming, a car show at a ranch, and wildlife spotting that could include elk, moose and buffalo. The event has an avid following with an 85 percent return rate. “It’s like

a family reunion each year,” says Sitton. “By the end of the event people are swapping cars and drivers.”

Rallies for Serious Competitors

For drivers who want the thrill of competition and the challenge of winning, vintage rallies add an extra layer to multi-day driving events. Rallies are focused on driving precision and navigational calculations along the route rather than the scenery, although they still take in stunning landscapes and stay in luxury hotels.

Participants generally start at one-minute intervals and must calculate the time they should be making each turn to the second maintaining the noted speed. Monitors hidden along each rally stage track progress, and points are given for every second a car is early or late for the checkpoint. The winner is the car with the lowest points. It’s modeled after famous European rallies such as the Alpine Rally and Targa Florio.

Drivers who have never competed in a TSD rally should not be intimidated. Most of these events offer a school before the start of the event to explain the course, route book and calculations required for the distances and times.

The timing and scoring part of the rally make it more fun and enjoyable, says Henry Garazo of Fairfield, Penn.,

who has competed in this TSD rally in his 1971 MGB converted to look like a ’65 Sebring car. “You’re looking at the route book, calculations and visual cues, and trying to be as close to zero time as possible. If you’re not careful, you can get a big penalty,” he explains.

He adds that unforeseen delays can cost time too, like a stoplight, getting behind a tractor or stopping for a school bus. “That’s where it starts to get fun,” says Garazo. “You find yourself 48 seconds behind and have to make up that time somehow over the five minutes left on the stage. You can take a time slip for the delay, but what fun is that?”

Garazo says the participants are fantastic and knowledgeable about cars, the roads are spectacular with no gravel or traffic, and the driving is a blast. “It’s great to see 40-year-old sports cars thrashed on the back roads and driven the way they’re supposed to be,” he says. “It’s hard core. You hear tires squealing and drivers locking up the brakes.”

But he adds you can do a more laid-back version of the event, keeping an aggressive rally pace, having fun in your car, making the lunch stops and hanging with other car enthusiasts. “One of the best parts of the day is hanging out in the parking lot after dinner and talking about cars,” says Garazo. **BM**

2009 Calendar of Vintage Tours & Rallies

April 4-8: Copperstate 1000, Arizona tour, pre-1974 cars, \$5,550, mensartscouncil.com/cs

April 13-15: Bottom Buster Motor Tour, Central California tour, pre-1980 cars, free (rooms and food on your own), bottombustermotortour.com

April 24-26: Snowball Rally, California Gold Country & Sierras rally/tour, pre-1974 cars, \$320 (rooms on your own), thesnowballrally.com

April 25-30: California Mille, Northern California tour, pre-1958 cars, \$5,800, californiamille.com

May 17-22: New England 1000, Western New England rally, pre-1976 or any exotic car, \$5,495, vintagerallies.com

June 8-12: Barnstorming Maine, Maine tour, classic & collectible cars, \$3,950, barnstormingmaine.com

June 19-21: Columbia Gorge Classic Rally & Tour, Oregon rally and tour, pre-1981 cars, \$75 (rooms on your own), columbiagorgemgaclub.org, hosted by the Columbia Gorge MGA Club

August 6-9: Northwest Classic Rally, Oregon rally, pre-1981 cars, \$525 (rooms on your own), nwclassicrally.org

Sept. 10-15: Going to the Sun Rally, Montana & Wyoming tour, pre-1973, \$4,500, goingtothesunrally.org

Sept. 13-18: Colorado Grand, Colorado tour, pre-1961 cars, \$5,500, coloradogrand.org

Oct. 4-9: Mountain Mille, Virginia & West Virginia rally, pre-1976 or any exotic car, \$5,495, vintagerallies.com

Oct. 4-8: Bluegrass 1000, Kentucky tour, any year car, \$3,000, bluegrass1000.com

Oct. TBA: Mille Autunno, California tour, pre-1973 cars, californiamille.com

Nov. 8-13: Texas 1000, Texas Hill Country rally, pre-1976 or any exotic car, \$5,495, vintagerallies.com

THE Classic Motorsports magazine MITTY

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RUBBER-BUMPER MGB:



A SENSIBLE CHOICE

BY KATHLEEN M. MANGAN

The rubber-bumper MGB has been given a bum rap for too long. Our opinion? They make excellent, practical drivers. The 1979-'80 Limited Edition model added the alloy wheels, side stripes and front spoiler.

When the rubber-bumper MGB was introduced in September 1974, many considered it to be an unworthy addition to the British sports car stable. The classic chrome accents were gone, the handling was affected by the elevated ride height and the performance was diminished.

But take notice: These cars make excellent daily drivers. Plus, they can be easily modified for enhanced performance and handling. They can even be converted back to classic chrome-bumper appearance. These attributes make these newer MGBs versatile and a good value, quite worthy of ownership today.

Kelvin Dodd, technical expert with Moss Motors, owns two rubber-bumper MGBs ('78 and '80), and says they have advantages often overlooked. "The rubber bumpers offer great protection in parking lots and when you get hit, making it a safer daily driver," he says.

Dodd adds that the raised ride height makes the car easier to get in and out of, and prevents scraping over traffic bumps. And the heavier weight makes for a smoother ride, especially over longer distances. However, lowering the car an inch makes it look and handle better while maintaining the benefits of comfort and practicality, he adds. Plus the rubber-bumper cars use a body shell derived from the MGB GT V8, making engine swaps easier.

Model Issues

Detractors of the rubber-bumper MGB tend to center on a few issues. Fortunately, all of them can be resolved.

For one, handling was affected by the raised suspension and the heavier rubber bumpers, two measures designed to meet Department of Transportation safety requirements. Also, in 1975 and '76, the front sway bar was removed for cost purposes.

Performance and acceleration were hindered by smog and emissions requirements. A catalytic converter was added, while a single Zenith-Stromberg carburetor replaced the twin SU carbs in 1975.

By the mid-'70s the car was obsolete. "It was a boulevard cruiser, not a sports car," Dodd admits. "But people liked it because it was a cute convertible with retro looks. Since the tooling was paid off and it was still selling, British Leyland continued to make it." At that point the company poured its efforts into the TR7 as their new, modern design sports car.

First Fixes

The first priority on a stock rubber-bumper MGB is to lower the ride height an inch to the original GT V8 specs, Dodd explains. Thanks to a different crossmember, the MGB GT V8 sat three-quarters of an inch higher than the chrome-bumper MGB roadsters.

The Moss suspension lowering kit uses a one-inch lowered spring with higher spring rate that stiffens the front suspension to reduce body roll. The rear is also lowered an inch and the rebound straps are changed out.

“This is the most cost effective way to drop the car, and it provides better handling with good ride quality,” explains Dodd. He adds that it’s a good compromise on ride height as it looks better, yet maintains safety and practicality.

For those who yearn for the classic look of chrome bumpers, Moss sells conversion kits that include all the parts necessary to install chrome bumpers on the later shell. “Underneath a rubber-bumper model is a chrome-bumper car that was chopped up by the factory to meet government regulations,” Dodd says. “We just give you the bits to put it back the way it was originally designed.”



Top: The 1977-'80 MGB dashboard went back to a classic look, featuring round gauges and central warning lights. Above: For bolt-on performance, it's hard to beat the Moss supercharger kit.

Must-Do Performance Mod

The best possible modification to improve performance and acceleration requires increasing the engine’s breathing: After removing the single Zenith-Stromberg carburetor log-type exhaust manifold, catalytic converter and air pump, bolt on a Moss supercharger and inexpensive free-flowing header. Adding a high-boost kit allows the supercharger to make the most of its potential, Dodd stresses.

“It’s about \$4,000 for the equipment, but it will double the horsepower and make the car go like a rocket ship,” he adds. “There has never been anything

Popular Replacement Parts		
Part No.	Part	Price
190-808	Borg & Beck Clutch Kit	\$149.95
180-737	Brake Master Cylinder Assembly	\$159.95
182-171	Brake Rotor, front	\$27.95
434-045	Water Pump	\$41.95
459-675	Radiator	\$194.95
264-408	Major Suspension Kit, front	\$169.95
457-275	Front Fender, LH	\$809.95
457-250	Hood (steel)	\$179.95
457-155	Rocker Panel	\$87.95
641-600	Front Seat Cover Set, black vinyl	\$439.95
242-655	Convertible Top by Robbins, black vinyl	\$368.95

Insider’s Info:

The term rubber-bumper cars is misleading. The bumpers are actually polyurethane plastic with steel inserts.

British Leyland’s first attempt at meeting the DOT’s 5 mph crash tests appeared in early 1974: two large rubber blocks added to each end of the car.

Rust is the enemy of the MGB’s monocoque body design. Check the dogleg between the door and rear wheel, the front and rear door pillars, the rocker panels and the points where the rear suspension fastens to the body shell.

In 1975, the car produced 62.5 bhp at 5500 rpm, and 86 lb.-ft. of torque at 3000 rpm. Curb weight was 2,287 pounds.

The MGB got some nice upgrades starting in 1977: front and rear anti-roll bars, larger radiator, upgraded alternator, updated dashboard and a zip-out rear window.

There’s a fantastic network of enthusiasts. Check out the MG 2009 Convention organized by the North American MGB Register in Breckenridge, Colorado, June 24-28: mg2009.com.

The last MGB left the Abingdon factory on October 22, 1980.

Original condition rubber-bumper MGBs are still found for \$5000 or less. The nicest ones in the world can fetch the high-teens.



that makes such a difference to the way the car drives. Even the handling is improved because now there is enough torque to throw the car into corners and power out again.”

Taking It Further

Without going to a supercharger, horsepower gains are still possible. A dual-carb conversion is easily accomplished, while the intake manifold and entire exhaust system from the earlier MGB can be added. This conversion yields an extra five to 15 horsepower.

Moss’ popular five-speed transmission conversion kit reduces noise and vibration at speed. To make the car more dependable, Moss offers both Crane and Pertronix electronic ignition kits to replace the Lucas electronic ignition that typically fails after a few years.

More modifications to enhance handling include adding the missing anti-sway bars to 1975 and ’76 models. Moss offers a tube shock conversion kit for the front and rear lever shocks. Improved bushings are also available.

The ultimate handling solution is the Five-Link Rear Suspension Kit that replaces the leaf springs and lever arm damper setup with modern parallel trailing arms and coil-over gas shock absorbers. This conversion increases control, comfort and safety.

With better handling and speed, upgrading brakes is a good idea. For the best in braking, Moss offers a kit for installing the latest generation of Wilwood alloy brake calipers. Performance pads, cross-drilled and slotted rotors, and stainless steel flexible line kits enhance stopping ability.

There are plenty of styling options. For example, choose

among a number of steering wheels or upgrade original vinyl seats to leather. Moss offers wire wheel conversion kits; the new wire wheels are available in either painted or chrome finish. Minilite wheels are a perfect fit and come in a few price ranges.

Buying Advice

“If I was buying a rubber-bumper MGB, I’d get a 1977-’80 model,” advises Dodd, as these cars have a V8’s cooling system, front and rear anti-sway bars and updated dash. “I think the ’77-’80 dash is the nicest of the three MGB dashboards because it has round gauges, a larger speedometer and tachometer, and a cluster of warning lights in a logical, central location,” he explains. “I like the classic look of the steel dash cars, but the later dash is more user friendly for hard driving.”

For those preferring to keep things stock, Dodd recommends the 1979-’80 Limited Edition model. “They’re pretty cars and they have more presence,” he says. “They came only in black, and the flat black front spoiler blends nicely with the bumper and body. Plus it seems to lower the front end of the car so it doesn’t look as high. The silver side stripes give the sides more definition.”

The LE also received wider alloy wheels fitted with lower-profile tires—the package looks and handles very well. In fact, Dodd recommends the 5.5-inch wide LE wheels with 185-70 tires for all rubber-bumper MGBs. These wheels, and all the MGB LE parts, are available through Moss.

When it comes to the MG world, the value of a specific car has little to do with originality. Instead, it depends on the car’s performance and condition. So why not modify it to better suit your taste? **BM**



For max performance and speed, go for the supercharger, free-flowing header and high-boost kit. For classic looks, lower the ride height with a suspension kit and add Moss’ chrome bumper conversion kit.

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BOB TULLIUS, GROUP 44 INC.

BY KATHLEEN M. MANGAN



Bob Tullius was very successful as a racer, promoter and team owner. His Group 44 Inc. team raced a host of Triumphs, MGs and Jaguars, earning national and international success.

Bob Tullius is legendary as a driver, race team owner and motorsports marketing innovator for Triumph, British Leyland and Jaguar. He ran one of the most successful road racing teams from the 1960s through the '80s, and campaigned so many of our favorite cars: MGB, Midget, Spitfire, TR3, TR4, TR6, GT6, TR7, TR8 and XKE.

During his Group 44 Inc.'s 25-year run, they celebrated nearly 300 overall victories while competing in three of the toughest road racing series in America: SCCA Club Racing, IMSA GTP endurance events and SCCA Trans-Am pro contests.

Tullius' racing passion was ignited when he took his TR3 to driving school and won the race held at the end of the school. He finished first or second in his first four races and nailed the points championship. Triumph decided to give the hot young driver a TR4, which he built into a race car with the help of fellow competitor Ed Diehl. Tullius finished second in the first race at Lime Rock, but disaster struck at the next outing at Lake Garnett, Kansas.

"While out on the course during practice, an exhaust part came off the car in front of me," said Tullius. "I ducked to the right, which pulled the steering wheel in that direction and I went off course, hit a tree and totaled the car. Triumph

was not happy when I called to tell them I needed a new car. They declined to supply another one."

Undeterred, Tullius and Diehl bought two additional wrecked TR4s and in just three weeks built one good one from all the parts. They shared the car in SCCA competition, never losing a race or suffering a DNF.

When Tullius' boss at Kodak forced him to make a decision between his day job and his racing hobby, Tullius chose racing. Life was looking up when Triumph gave him one of Kas Kastner's Sebring TR4s. But in that era, racing was a rich man's hobby, and he had a family to support. To continue racing full-time, he knew he had to find a way to make racing into a profitable business. That's when Group 44 Inc. was born.

The road racing team, named for Tullius' racing number, took a radically different approach at the time, now considered the model for modern motorsports marketing. Combining Tullius' race and sponsorship savvy, Brian Fuerstenau's mechanical ability and Dick Gilmartin's Madison Avenue advertising expertise, they produced professionally prepared race cars, racing results and major publicity for sponsors.

Their financially sustaining business model featured three

sources of income: building competition cars for resale, maintaining existing race cars for customers, and securing corporate sponsors for their own efforts. With Tullius racing a TR4, Gilmartin racing a Spitfire and Fuerstenau racing a TR3, they certainly had Triumph on board, but they landed a major sponsorship with Quaker State Motor Oil as well.

To give their sponsors real value, Group 44 provided a slick professional look, generated huge publicity and complemented their sponsors' marketing efforts. They developed a team look—white with swooping green stripes—that was featured on cars, team uniforms and one of the first-ever team transporters in the motorsports world. They made quite an entry when they arrived at the track. Cars were always meticulously prepared.

For each race, the team got the local dealers involved: cars were displayed in showrooms, and the excitement was used to motivate potential buyers. They also held marketing seminars for dealer sales staff to show them how the racing could enhance sales. They held sports car driving and safety classes in the community to enhance interest and dealer sales. And they got team coverage in newspapers, magazines, television and radio.

Into the '70s Tullius and Group 44 raced a variety of British Leyland cars including the TR4, TR250, TR6 and GT6, adding to the trophy case with success in SCCA regional and national events. But as the TR6 became less competitive in its class, Group 44 looked to the V12-powered Jaguar XKE in the B Production class. It took time to convince Jaguar to take the car racing, but the company finally decided to back Group 44 on the East Coast and Joe Huffaker on the West Coast.

It took Fuerstenau and crew chief, Lanky Foushee, 3500 hours to turn the E-Type into a racer. In its first race in 1974, Tullius was leading at Watkins Glen with three laps to go when the gear shift lever broke off in his hand. But he won the next five races in a row and just barely missed the championship win.

The following year, Tullius had to face off against Huffaker

Engineering's factory-backed XKE at the SCCA Runoffs. Lord Donald Stokes, managing director of British Leyland, came to witness the showdown. But the other XKE met its demise on the pace lap, and Tullius went on to take the championship.

Tullius then took Jaguar to another series, SCCA Trans-Am racing. They claimed the season championships in 1977 and 1978 in an XJS.

From there, the partnership set their sights on the IMSA Camel GTP program. After finishing second overall in the 1988 points race, they headed to LeMans in 1984 and 1985; the move marked Jaguar's return to that race after a 30-year hiatus. But the Group C machines outclassed the Group 44 XJR-5. "If you took the New York Yankees to play a ball game with the London Cricket Club, they wouldn't be competitive because even though it was a ball game, it wasn't the same ball game," Tullius once said of the situation.

Tullius raced a Jaguar XJR-7 in the IMSA Camel GTP Championship in 1985 and '86, finishing his racing career with one last victory. The team hired Hurley Haywood as driver in 1987, but the long relationship with Jaguar ended with the conclusion of the season. Tullius said, "Without a doubt, my involvement with Jaguar was one of the highlights of my racing career."

Three years later, in 1990, after two more Trans-Am championships for Audi, Group 44 lost their sponsors and closed shop.

The championship-winning E-Type is now a popular display at the Jaguar Daimler Heritage Trust on Browns Lane in Coventry, England. The company calls it "a significant milestone in the continuing development and growth of Jaguar Cars and its related companies." **BM**

A tribute to Group 44 Inc. will highlight this spring's Classic Motorsports Mitty, and many team cars and principals are expected—including Bob Tullius himself. This Historic Sports car Racing-sanctioned historic race weekend takes place April 30-May 3 at Road Atlanta, and the public is invited. There's even a special dinner and panel discussion on the weekend's schedule. For \$45, you can dine with former team members and then hear the talk.

Moss Motors will again host the Moss Pub. Come throw some darts and mingle with Moss staff members. Full details on the entire weekend can be found online at classicismotorsports.net/events/mitty-09.

Group 44's 25-Year Race Record:

14 SCCA national titles
3 Trans-Am championships
Total of almost 300 race wins
11 IMSA race wins

Bob Tullius' Racing Timeline:

1961: Goes to driving school with his TR3 and wins first race.
1962: Wins first championship in TR3 and gets first factory car from Triumph, a TR4.
1964: Wins the first American Road Race of Champions at Riverside in a TR4.
1965: Forms Group 44 Inc. in Falls Church, Virginia. Wins 9 of 11 races in his TR4 plus SCCA regional championship.
1966: Wins the first-ever Trans-Am race, held at Sebring, in a Dodge Dart.
1967: Wins the Trans-Am race at Daytona in the Dodge Dart.
1975: Wins 12 of 17 races in SCCA B Production and the national championship in a Jaguar V12 XKE. Wins the SCCA National at Lime Rock in a Jaguar XJS, setting the B Production lap record.
1977 & '78: Wins Trans-Am Series in a Jaguar XJS.
1983: Takes second in the IMSA championship in a Jaguar XJR-5.
1984 & '85: Competes in Le Mans 24-hour race in a Jaguar XJR-5.
1986: Retires from racing with a last race victory.
1990: Racing operations end for Group 44.

Vintage GT Challenge

May 15 - 17, 2009



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2009 SVRA CALENDAR

March 18 - 21 57th Mobil 1 - 12 Hours of Sebring Presented by "Fresh from Florida" – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Sebring International Raceway Sebring, FL

April 16 - 19 Savannah Spring Race – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Roebling Road Raceway Bloomingdale, GA

May 1 - 9 Tire Rack Cannonball One Lap of America – Sanctioned by SVRA

May 15 - 17 Vintage GT Challenge – Featuring the Peter Morgan Memorial Race #2, Pre-War Spring Gathering, The Cars of the La Carrera, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Road America Elkhart Lake, WI

June 4 - 7 Heacock Classic Gold Cup – The Peter Morgan Memorial Race #3, MG Vintage Racers Focus Event, Historic Stock Cars, OPTIMA Batteries Sprint Series Race and MotorCheck Enduro Series Races.

Virginia International Raceway Alton, VA

June 25 - 28 Mid-Ohio Vintage Grand Prix – Featuring the Mini-Cooper Golden Jubilee, Sports 2000, Formula 5000, Formula B/Atlantic, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Mid Ohio Sports Car Course Lexington, OH

July 16 - 19 Kohler International Challenge with Brian Redman – Sanctioned by SVRA, Featuring Ford GT40, Formula 5000, Historic Grand Prix

Road America Elkhart Lake, WI

September 10 - 13 U.S. Vintage Grand Prix – Featuring the Peter Morgan Memorial Race #4 – Grand Jubilee, Formula 5000, Collier Cup, New York Governor's Cup, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.

Watkins Glen International Watkins Glen, NY

October 1 - 4 New Jersey Vintage Races – Featuring IMSA RS/2.5 Challenge Reunion Race #5, Historic Grand Prix, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

New Jersey Motorsports Park Millville, NJ

October 15 - 18 Road Atlanta Season Finale – Featuring Historic Stock Cars, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Road Atlanta Braselton, GA

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BRAKE CHECK

Picking the Right Pads for Your Classic

One of the easiest ways to increase your car's stopping performance is to select the right compounds for your brake pads and shoes. Spending lots of time and money retrofitting trick, aftermarket big brakes could be a waste if you haven't first maximized your current brake setup.

What's the secret to choosing the right pad or shoe? Obtaining a basic understanding of your needs and then matching them to the proper compounds. Brake pads and shoes, like a lot of things in this world, are available in a large number of flavors. Some are good, and others are so-so. Brake compounds designed for street use can generally be broken down into several families.

Organic: These are the inexpensive pads that you can get at the local parts shop; essentially, you get what you pay for. Organic pads are made of natural fibers and minerals, and their metallic content is generally less than 20 percent.

Their friction coefficient—how well they grip against the rotor or drum surface—is very low, and they can't handle the high temperatures associated with any sort of performance driving. While they're inexpensive, they're not designed for any kind of sporting use. Push them too hard, and they'll fade.

Semi-Metallic: These are a step in the right direction.

Expect to find much more metal in the mix—probably iron, but maybe brass or bronze—along with a better binder. (The binder is the material that holds the pad together.)

The friction coefficient is higher, meaning the pads will provide more bite against the rotor, while they also offer better fade resistance. They also tend to dust and squeal less than organic pads while offering longer life.

Ceramic: One of the latest innovations in brake technology is the ceramic pad. Ceramic compounds are blended with copper to create a pad material that offers excellent performance along with no squeal.

And there's one more bonus: no black dust. "Ceramic brake pads typically produce lower quantities of visible brake dust than traditional pad materials, so they keep our clean rims looking clean longer," explains Patrick Caherty, an automotive brake systems engineer.

Don't Squeal on Me

When shopping for brake pads, don't forget the anti-squeal shims. They're usually not included with the inexpensive organic pads, so they need to be ordered separately. However, premium products like the Classic Gold Premium Ceramic Brake Pad Set and the Classic Gold Semi-Metallic Brake Pad Set have their own anti-squeal compound bonded directly to the back of the pad.

Pick Your Pad

Today's technology has given the car enthusiasts a wide range of choices when shopping for brake pads.

Fortunately, going with the good stuff doesn't cost much more than the basic products, making the decision a bit easier. **BM**

Brake pad technology has come a long way. Two of the latest breakthroughs include ceramic and semi-metallic pads. Learn more about Classic Gold pads at www.mossmotors.com/brakegold



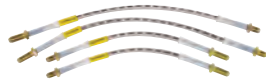
Your Brakes are an Entire System

Besides choosing the correct brake pads or shoes for your application, there are some other ways to increase your car's braking performance. Fortunately, most of these items will not cost much.



Fluid: If you can't remember the last time you changed your brake fluid, do so now. Brake fluid absorbs moisture over time, which causes a large number of problems: spongy brake feel, rusting components, etc. When buying fluid, take a look at the dry boiling point. The higher the dry boiling point, the better the fluid is for racing. A high wet boiling point is more important for a street car.

Lines: When you stomp on your brake pedal, the fluid not only pushes through the brake lines, but it also pushes against the brake lines, causing inefficiency in the system. How can you combat this loss? Replace the stock rubber brake hoses with braided stainless-steel lines. The swap is fairly easy and inexpensive. Expect a firmer pedal when done.



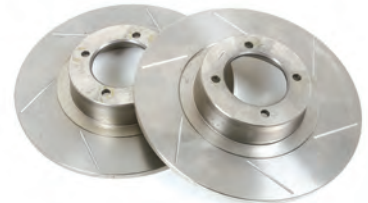
Master Cylinder: Is your master cylinder old? Then either replace or rebuild it right away. As the heart of the braking system, a master cylinder's health is vital to proper braking.



Pedal Covers: It may seem simple, but slippery brake pedal covers can hamper braking. Ever step on the brakes and have your foot slip off the pedal? Whether you install some fresh, original-equipment rubber pedal covers or aftermarket aluminum pieces, you'll be in better shape.



Rotors: Brake rotors can last a long time, but they don't last forever. If they're suffering from uneven pad deposits or have reached their minimum thickness, perhaps it is time to order some replacements.





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BRAKE FLUID TECH

BY MICHAEL GRANT

Tech Services at Moss gets calls every week from people who have questions about brake fluid. Some are concerned because the old familiar brands have changed. Castrol LMA now says “synthetic” on the bottle, while the Lockheed Premium fluid has been replaced by Super DOT 4.

Others have questions about the ever-contentious silicone brake fluid. They have heard or read opposing opinions; some saying it is the greatest brake fluid ever, while others say it is a serious threat to life and limb. In an effort to address the general uneasiness and specific questions, we decided to put together some information that we have collected on the subject.

Fluid Basics

Brake fluid transmits the force of your foot on the pedal to the brake pads and shoes. To do this efficiently, brake fluids must be non-compressible. They must also not boil at the highest operating temperatures encountered; not thicken or freeze at cold temperatures; not corrode or chemically react with any materials in the hydraulic system; and not decompose or form sludge, gum, or varnish at any temperature.

Brake fluids must lubricate internal moving parts, flow easily through small passages, have a long and stable shelf life, and be compatible with other fluids. These properties are specified for brake fluid sold in the U.S. by the Federal Motor Vehicle Safety Standard 116 (FMVSS116), which comes from the Department of Transportation (DOT).

Brake fluids are all synthetic chemicals and are NOT petroleum based. The DOT class system sets standards and testing procedures only; the ingredients used are up to the manufacturer. If it meets the standards, it will qualify as “brake fluid.” Based on a combination of the properties determined by testing, glycol-based brake fluids are labeled DOT 3, 4 or 5.1.

Then there’s DOT 5 fluid, which by weight contains 70 percent diorgano polysiloxane—which we call silicone. Only silicone-based fluids met the DOT 5 standards when they were created. As a result, DOT 5 has come to be synonymous with silicone brake fluid.

When glycol brake fluids with borate esters appeared that met DOT 5 specifications, they introduced them as DOT 5.1 to avoid the confusion of having fluids with two very different bases under the same DOT number. Unfortunately, for many people, the 5.1 implies some connection to DOT 5 and that has created confusion rather than prevented it.

Think of 5.1 as a glycol-based DOT 4 fluid that meets DOT 5 standards. The 5.1 fluids are used primarily in vehicles equipped with ABS brake systems.

Shop Smart

When it comes to picking a brake fluid for your British sports car, do not consider anything that does not meet



FMVSS 116. DOT 3, 4 and 5.1 fluids are all hygroscopic, meaning they will absorb water out of the atmosphere. This will lower the boiling point of the fluid.

This lower or “wet” boiling point represents the expected performance of the brake fluid after it has been in the car for one year. For a street car, the wet boiling point is more important than the dry because it is going to be in use for much longer periods.

Both Castrol GT LMA and the Lockheed Super DOT 4 meet the DOT 4 specifications. They are very similar, and the wet boiling point for both is significantly above the standard for DOT 3 fluids.

In addition to lowering the boiling point, the water in the system will corrode the metal components if given enough time. All brake fluids have corrosion inhibitors, but these break down and become less effective over time. Glycol fluids must be completely drained and replaced every 18 to 24 months, regardless of how much you drive your car.

A small word of caution: Glycol fluids will strip the paint off the car if they are spilled or if you have a leak.

Silicone Solution?

Unlike glycol-based fluids, silicone brake fluid will not absorb water from the atmosphere or act like a paint remover. Silicone has very high dry and wet boiling points.

However, it is more compressible because it will absorb more air than a glycol-based fluid. The air is in solution, and should not be confused with air bubbles.

The dissolved air gives a slightly spongy pedal feel which most people cannot detect. It makes silicone fluid a poor choice for racing, but it is considered an appropriate choice for a classic car that is not driven daily. Bleeding systems with silicone takes more time and may have to be repeated because it takes time for the air to work its way out.

Although all fluids meeting DOT specifications must be compatible, mixing them is not recommended. Changing from glycol to silicone fluid is not a trivial undertaking. It is recommended to be done only when the entire system is being overhauled. Even though all brake fluids in the same DOT class must meet the same standards, they will differ slightly. Check with others that have a car like yours before changing fluids. For the full version of this article in PDF format, go to BritishMotoring.net. **BM**

More Details

Castrol GT LMA is familiar to most British car owners. The LMA stands for low moisture absorption. The recent addition of the word Synthetic to the label caused some concern, but this fluid has always been synthetic. They added the extra word to the name when they changed the composition to raise the dry boiling point from 446 °F to 509 °F. Castrol GT LMA is suitable for use in any British brake system designed for glycol fluid. **220-455, 12 oz., 360ml**



Lockheed Super DOT 4 is also a low moisture absorbing glycol-based hydraulic fluid.

The dry boiling point is 9° higher than the Castrol, but the wet boiling point is 32° higher than the Castrol.

220-400, 19.9 oz., 500 ml

Cartel Silicone Brake Fluid will not absorb water from the atmosphere, but any water introduced into the system will tend to puddle in the low points. When converting to silicone, completely drain and clean all the lines to make sure that none of the old fluid, water or contaminants remain. Renew all the seals in the system, assembling all components with silicone fluid as a lubricant.

220-410, 1 quart, 846 ml



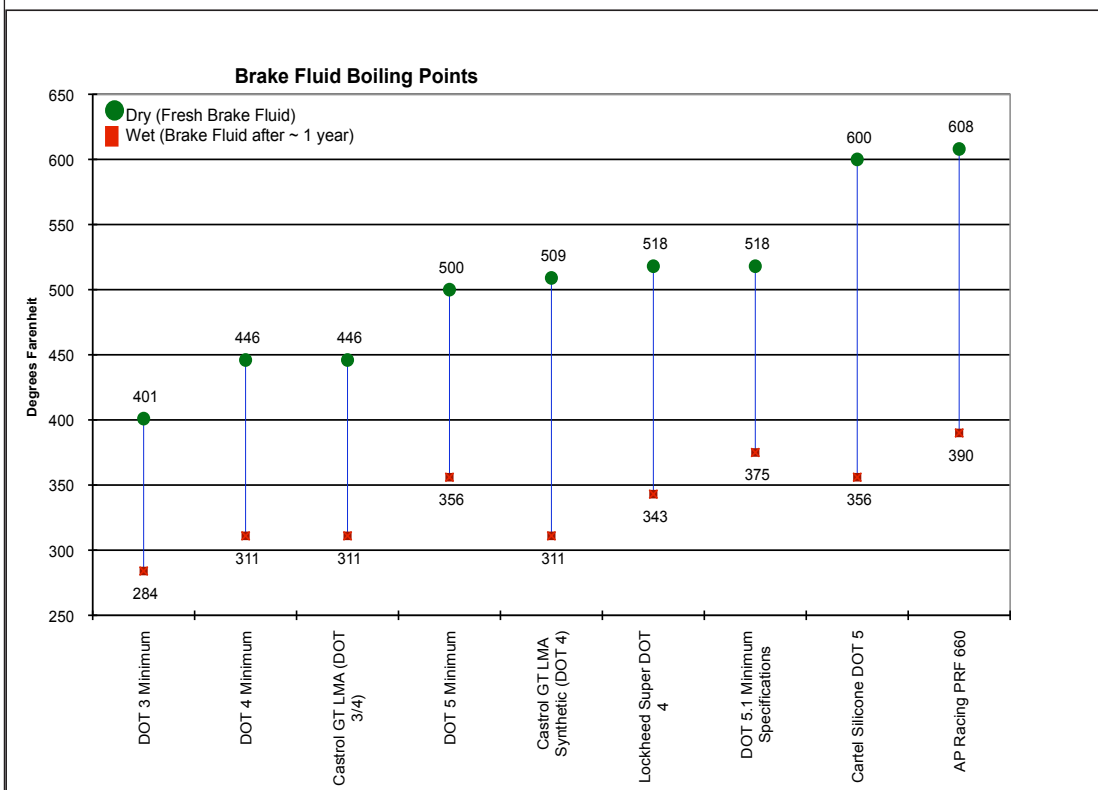
Any of the three fluids above should perform well in a British brake system.

However, seal expanders in these fluids may create problems in some systems where a seal can block an orifice in the master cylinder. Do not change fluids because of this, or any other article you read about brake fluid. Consult with your mechanic and members of your club with the same brakes system you have.

582-505 Gasket, Brake Fluid Reservoir (1.75-inch cap)

For more info on this gasket, visit www.mossmotors.com/graphics/products/PDF/582-505.pdf

Brake fluid absorbs moisture over time, meaning it should be regularly flushed. Don't let today's brake fluid choices confuse you.



WIRED IN

Adding Beautiful Wire Wheels is Simply a Bolt-On Job



It's hard to beat the classic good looks of chrome wire wheels. This probably explains why they were fitted to so many of our British classics.

However, many more cars left the factory without wire wheels. Fortunately, upgrading to a set today is as easy as 1-2-3 thanks to the Moss Wire Wheel Conversion Kits. Each kit comes with five wheels—don't forget the spare—plus everything else necessary, including the adaptor hubs, knock-offs and all needed hardware. Finish choices include either silver paint or chrome plating.

We recently did a wire wheel conversion on a Triumph TR6, and the entire project took less than an afternoon.

STEP 1: REMOVE THE OLD HARDWARE

This step is fairly self-explanatory, as the old wheels are simply removed and put aside.



STEP 2: FIT HUBS

Since the wire wheels use a center mounting point, a splined adaptor hub must be bolted to the stock hub. The wire wheel hubs are threaded so that the knock-offs won't loosen themselves as the car drives down the road: The left-side hubs have a right-hand thread pattern, while the right-side hubs feature a left-hand thread pattern.

Since the stock disc wheel studs are too long, two options exist:

- The disc wheel studs can be cut down by 5/16 inch. A hacksaw or die grinder will work just fine. If using a hacksaw, use high-carbon steel blades—and start a new blade on each wheel. When going this route, new full-length studs will need to be installed before the disc wheels can ever be reinstalled.



- The other option is to remove the hubs so that the stock studs can be replaced with shorter ones. A hydraulic press is needed to install the new studs. (Hint: Moss stocks the shorter, wire wheel-spec studs.)

- Now the hubs can be physically bolted to the hubs. Each mounting nut should be torqued to 65 ft.-lb. and then retorqued after the car has been driven about 10 miles. Another check should be done after 500 miles.



STEP 3: FIT NEW WIRE WHEELS

Now it's time to put the mounted and balanced wire wheels on the car. Apply a light coating of silver anti-seize to the splines and install the wheels. Each one is simply held in place with the center nut.



Get Balanced

Properly balancing wire wheels takes a special technique, but fortunately Moss has some easy-to-understand directions. Moss includes a copy of these directions with every set of wire wheels sold, while a copy can also be found online at mossmotors.com/graphics/products/PDF/980-222.pdf.

Replacing Old Hardware

A lot of wire wheels have been in service for 40 or more years, and these components do age: splines become worn, while spokes loosen or go missing. If the hubs have worn splines, simply replace the unit. While wheels can be rebuilt, sometimes it's just quicker and less expensive to replace them, too. Worn wheel splines are usually a sign that it's also time to replace the entire wheel. Moss carries the wheels and hubs needed to renew most original equipment wire wheel setups.



Keep Clean

Don't drive around with dirty wire wheels. Moss stocks both Autoglym Wheel Cleaner and wire wheel brushes.

Wire Wheel Conversions

Most British classics can be converted to wire wheels, and each car has its own solution.

Austin-Healey 100 & 3000: Use hubs and wheels from a wire wheel-equipped model. (Moss still carries new hubs and wheels.)

Jaguar XKE: Moss now stocks replacement wire wheel hubs, and of course they have carried new wheels for some time.

MGA: Moss offers a conversion kit that works with the stock disc wheel-equipped rear axle. It's no longer necessary to find a wire wheel-spec rear axle to convert to wire wheels.

MGB & MGB GT: Moss has a conversion kit that works with the tube axle-equipped cars. The kit includes the hubs, as well as the required replacement front wheel bearings.

MG TC, TD & TF: A full wire wheel conversion kit is available from Moss. It includes the wheels, hubs, brake drums and hardware. An adapter for the spare tire is also included.

MG Midget & Austin-Healey Sprite: Use the wheels, hubs and rear axle from a wire wheel-equipped Midget or Sprite. Moss has new wheels and hubs.

Triumph TR2-6: Moss offers full conversion kits, although the lugs must be replaced or shortened.

Triumph Spitfire & GT6: Use the wheels and hubs from a wire wheel-equipped Spitfire or GT6.

RETRIEVING AN OLD FRIEND

I just completed a wonderful four days in my 1966 MGB, driving down the Oregon coast and California's Redwood Hwy. Jan, my bride of two years, joined me on the drive and we enjoyed every minute of it.

I had left the car with family in Southern Washington the last two years and it was time to bring it home. We broke the drive up into four-hour segments and enjoyed the beautiful autumn scenery, the rugged coast, and the redwood forests.

Jan was really surprised by how well the car ran and how much fun a 42-year-old British sports car can be. My MG is not nearly as comfortable as her Lexus (which is more comfortable than my best recliner), but there is no better experience than driving through the redwoods with the top down, listening to the rumble of the engine and looking up through 300-foot-tall trees.

I've had the car since college—31 years—and my finger prints are all over it. I've performed most of the work on it myself and I can't remember how many times I've pulled the engine. I've even replaced the windshield twice and the top a few times all by myself—well, almost all by myself, as Moss Motors has been with me the whole way. Moss has been helping me keep the car running and looking good. Most of the replacement parts that I acquired have been sourced through Moss Motors.

I've always loved the look of it—the exterior styling, wire wheels, and the toggle switches on the dash. And the smell of the leather seats. It's really like having two cars—I love the car with the top up as much as with the top down.

I've played with updating the car with aftermarket accessories but now I'm back to having it like it was 40 years ago with the original AM radio, no roll bar, and that ridiculously large steering wheel. I've done the positive ground to negative ground conversion a few



times, too. Putting it back to positive ground adds to the uniqueness of the car.

The one small problem we had on our trip was when the starter solenoid went out on the first day—not surprising after 40 years of service and not a big deal for us British sports car owners. Solution: We'll just push-start the car.

Jan didn't know that a car could be started without a starter and she got a laugh out of having to push-start the car for the rest of the trip. I'm sure a few onlookers had smiles, too. In any event, for the rest of the trip I made sure to find hills to park on so the pushing wasn't too hard.

We made it home and placed the car in the garage, displacing my stepson from his parking spot. It's now close to home where I can wash, wax, pamper and enjoy it whenever I feel like it.—
Mark Howard **BM**



After spending too many years in storage, Mark Howard finally retrieved his MGB. He has owned the car for 31 years.

AH Sprite/MG Midget

Body Trim & Fittings

		Part #	Price	Sale
Interior Mirror	Midget (c)75886-on	165-115	\$49.95	\$36.95
Raydyot Mirror	All	222-355	64.95	55.95
Bullet Mirror, 4.25"	All	222-390	87.95	72.95
Rear Overrider	Bugeye Sprite	400-210	79.95	59.95
Front Bumper Bar	948, 1098, 1275 to 1969	400-240	169.95	126.95
Front Bumper Bar	1970-'74	400-270	199.95	159.95
Repair Panel, Rear, L/H	All	452-210	179.95	152.95
Overrider w/Bolt	All	454-010	49.95	36.95
Floor Pan, R/H	Sprite Mkl-Mkll, Midget Mkl	455-625	169.95	144.95
Floor Pan, L/H	Sprite Mkl-Mkll, Midget Mkl	455-635	169.95	144.95
Grille	All	459-770	436.95	374.95
Windshield	Sprite MkIII, Midget MKII 1964-'79	459-910	128.40	104.95
Master Lock Set, 3 pieces	not Bugeye Sprite	470-458	89.95	74.95
Rear Bumper Bar	1961-'69	853-100	243.30	194.95

Brakes

Master Cylinder	1275, 1500 Dual Line System	180-345	\$219.95	\$179.95
Brake Rotor, Brembo	Disc Wheels	182-155	50.95	42.95
Brake Hose Set, braided stainless steel	All w/Disc Brakes	182-248	94.45	82.95
Brake Pipe Set, cupro nickel	Bugeye Sprite	184-008	114.95	92.95
Brake Pipe Set, cupro nickel	1968-'74	184-038	114.95	94.95

Car Care, Tools & Shop Supplies

SK Carburetor Flow Meter	All	375-321	\$64.95	\$52.95
Jack, reproduction	All	386-920	179.95	134.95

Clutch, Transmission & Drive Train

Master Cylinder, Lockheed Replacement	1275, 1500	180-625	\$89.95	\$76.95
Clutch Slave Cylinder	1958-'67 948, 1098	180-655	59.95	49.95
Clutch Slave Cylinder, aftermarket	1967-'74 1275	180-667	59.95	44.95
Clutch/Brake Master Cyl.	1958-'63	180-670	359.95	264.95
Pressure Plate, New	1275	190-850	133.95	115.95
Clutch Disc	1275, 6 1/2"	190-890	69.95	59.95
Clutch Kit, Borg & Beck	948	190-960	357.95	309.95
Clutch Kit, Borg & Beck	1963-'66 1098	190-970	289.95	247.95
Clutch Kit, Borg & Beck	1967-'74 1275	190-980	197.95	169.95
Clutch Kit	1500	190-990	188.95	164.95
Clutch Kit, Quinton-Hazel	1500	190-995	144.95	123.95
Laygear	1098 from (e)10/4642 and 1275	461-905	149.95	129.95

Cooling

Heater Core	All to Sept. 1970	360-675	\$99.95	\$82.95
Fan Clutch	1500	434-575	178.95	155.95
Expansion Tank	Sprite (c) 72034, Midget from (c) 60450	459-690	147.95	109.95
Radiator, vertical flow	1958-'67	459-730	319.95	264.95
Water Pump, replacement	1975-'79	835-655	57.95	49.95

Electrical

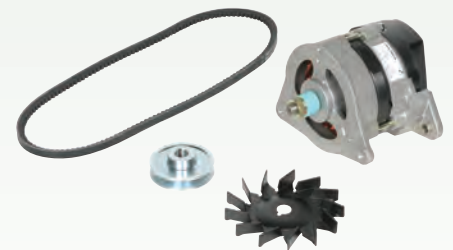
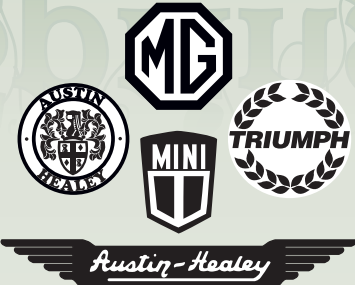
Alternator Conversion Kit	1961-'67	130-068	\$249.95	\$204.95
Generator, new	1962-'71	140-200	154.95	128.95
Generator, new	1958-'61	140-300	219.95	164.95
Starter	All	140-400	127.95	102.95
Combination Switch, reproduction	Bugeye Sprite	140-535	64.95	48.95
Turn Signal Switch	1964-'67	141-770	74.95	55.95
Turn Signal/Horn/Dimmer Switch	1968-'70	141-810	79.95	59.95
Wiper/Washer/OD Switch	1968-'73	141-825	104.95	78.95
Turn Signal/Dimmer Switch	1971-'73	141-830	67.95	49.95
Turn Signal/Dimmer Switch	1974-'77	141-840	69.95	51.95
Wiper/Washer/OD Switch	1974-'77	141-845	109.95	82.95
Turn Signal/Dimmer/Horn Switch	1978-'79	141-850	76.95	64.95
Mallory Electronic Distributor	4 Cyl, Neg. Ground	143-155	599.95	509.95
Mallory Dual Point Distributor	4 Cyl, Neg. Ground	143-180	329.95	284.95
Pertronix for Mallory Dual Point	4 Cyl, Neg. Ground	143-181	154.95	129.95
License Plate Lamp Assy. Lucas	All thru 1969	144-190	79.95	63.95
Tail Lamp Assy.	1961-'69	144-390	86.95	64.95
Tail Lamp Assy.	1970-'79	144-395	104.95	86.95
Headlamp Assy. 2 adj. no rim	from Bugeye (c)19015 to 1975	144-800	72.95	54.95
Headlamp Assy. 2 adj. no rim	Midget 1500	144-810	72.95	59.95
Wiper Wheelbox	Sprite MKIII-IV, Midget MKII thru '67	145-217	49.95	36.95

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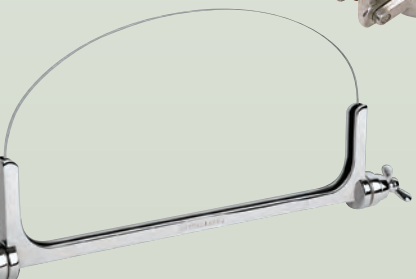
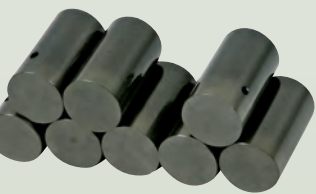


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AH Sprite/MG Midget

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Wiper Motor, less gear and shaft	1968 on	145-490	\$89.95	\$76.95
Tripod Headlamp Set	LHD	156-878	139.95	104.95
PL Tripod Headlamp Set	All	156-898	169.95	126.95
Driving Lamp 500 SLR, stem mount	All	162-700	97.95	79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95	113.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95	113.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95	79.95
Distributor Vacuum Unit	948 & 1098	163-630	87.35	69.95
Lucas PL Tripod Headlamp	All	163-980	129.95	96.95
Front Side Marker, LH	Midget 1970 on	164-845	79.95	66.95
Front Side Marker, RH	Midget 1970 on	164-855	79.95	66.95
Windtone Horn Set	Bugeye Sprite option	165-708	94.95	71.95
Headlamp Assy, 3 Adjuster	Bugeye to (c) 19014	168-708	99.95	82.95
Pertronix Electronic Ignition Kit	Lucas 23, 24 & 25D, 4 Cyl. Neg. Ground	222-405	108.95	92.95
Pertronix Electronic Ignition Kit	Lucas 45DE4	222-425	119.95	99.95
Pertronix Electronic Ignition Kit	Lucas 45D4	222-435	108.95	92.95
Pertronix Electronic Ignition Kit	Lucas DM4	222-475	119.95	99.95
Pertronix Electronic Ignition Kit	Lucas 23, 24 & 25D, 4 Cyl. Pos. Ground	222-555	120.95	102.95
Steering Lock and Switch Assy. replacement	1970-'74	263-610	82.95	61.95
Steering Lock and Switch Assy. replacement	1975-'79	263-640	159.95	119.95
Ignition Switch, black plastic type	1974-'79	263-690	64.95	48.95
Wiring Harness, cloth/pvc	HAN5-501 to 50116, 1958-'61 (Bugeye)	356-100	318.95	269.95
Antenna, electric lift	All	386-960	102.95	82.95
Starter - Rebuilt	All	541-540	209.95	169.95
HiTorque Starter	1958-'74	541-547	272.95	229.95

Engine

Alloy Valve Cover	A series 948-1275	224-530	\$84.95	\$69.95
Alloy Valve Cover	Midget 1500	224-550	84.95	69.95
Adaptor, Spin-On Oil Filter	A series 948-1275	235-875	129.95	106.95
P.C.V. Valve	1098-1275	360-630	74.95	63.95
Tach Drive Gearbox	Bugeye Sprite	361-870	94.95	71.95
Alloy Cylinder Head, New	1275	451-875	1,259.95	1,099.95
Super Duty Tappet Set	A series 948-1275	460-601	149.95	126.95
Tappet Set w/Lube	948-1275	460-604	191.95	168.95
Piston Set, .020"	1500 9:1 CR	814-455	309.95	264.95

Exhaust

Muffler & Tailpipe	1098 (10) & 1275 thru 1969	444-260	\$67.95	\$54.95
Exhaust Manifold	Midget 1500 1975-'76	444-375	244.95	179.95
Exhaust Manifold	Midget 1500 1977-'80	444-380	399.95	294.95
Header, mild steel	1098-1275	452-065	386.95	319.95

Exterior

Brooklands Racing Screen	All	224-100	\$139.95	\$115.95
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Fuel System & Emission

Carb Conv Kit, Weber Single Downdraft	1500, Manual Choke	222-257	\$589.95	\$499.95
Weber DGV Rebuild Kit	DGV Carbs	222-266	74.95	59.95
Carb Conv Kit, Weber Single Downdraft	1275	222-275	589.95	499.95
K&N Air Filter, 1.75" Thick	1 1/2" SU (1 3/4" deep)	222-935	67.95	59.95
K&N Air Filter, 3" Thick	1 1/2" SU (3" deep)	222-950	57.95	49.95
K&N Air Filter, 1.75" Thick	1 3/4" SU (1 3/4" deep)	222-955	67.95	59.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
K&N Air Filter, 2.5" Thick	1 3/4" SU carbs (2 1/2" deep)	222-995	70.95	61.95
MG Crest Air Filter	1 1/2" SUs	223-290	54.95	46.95
Air Pump, Rebuilt	1275	360-775	284.95	247.95
Gulp Valve	1968-'74	366-010	139.95	121.95
Carbon Canister	1970 on	367-100	109.95	82.95
Anti Run-On Valve	1968 on	367-110	89.95	72.95
Carb Master Rebuild Kit, for 2 carbs	948 thru 1275 (not Bugeye)	375-538	126.95	106.95
Fuel Pump, Double End - SU	All	377-036	369.95	319.95
Fuel Pump, Original SU	1098 (10), 1275	377-175	127.95	107.95
Fuel Pump, electronic, SU	1098-1275 1972-'74 Neg. ground	377-285	159.95	132.95
Fuel Pump	948, 1098 (10CG)	377-390	79.95	63.95
Fuel Pump - Solid State	All	377-420	84.95	68.95
Fuel Pressure Regulator w/Filter	All	377-435	86.95	74.95
Gas Cap, locking, Aston design	All thru 1969	407-125	149.95	111.95

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AH Sprite/MG Midget

Fuel System & Emission (cont.)

		Part #	Price	Sale
Fuel Tank	Bugeye Sprite	471-190	\$229.95	\$169.95
Fuel Tank	All thru 1969 exc. Bugeye	471-230	199.95	164.95
Fuel Tank	1972 on	471-250	199.95	164.95

Interior

Wiper/Washer Switch	1500 1978 -79	141-855	\$74.95	\$55.95
Inertia Seatbelt, Black	Midget 1974-on	222-025	99.95	86.95
Inertia Seatbelt, 3 Point	1973-'80	222-030	235.95	199.95
Inertia Seatbelt, 3 Point - Hook Type	All	222-206	52.50	43.95
Inertia Seatbelt, 3 Point - Hook Type Short	All	222-209	52.50	43.95
Competition Seatbelt - 2 Point	All	222-211	84.95	71.95
Wood Rim Steering Wheel Assy.	1970-'76	263-728	249.95	184.95
Wood Rim Steering Wheel Assy.	1977-'80	263-758	249.95	184.95
Console & Armrest	All	453-805	109.95	94.95
Cover, Dash Top	Midget 1968-'80	453-950	49.95	41.95
Adapter Hub	Midget MkIII 1971-'74, 1500 1975-'77	905-480	124.95	93.95

Suspension & Steering

Wheel Bearing Kit - 2 Bearings & Oil Seal	All	125-820	\$58.95	\$51.95
Inner Tie Rod End	1958-'72	260-330	137.95	117.95
Shock Absorber, R/H, New	All	264-000	174.95	152.95
Shock Absorber, L/H, New	All	264-005	174.95	152.95
Shock Absorber, R/H, Rebuilt	All	264-015	184.95	159.95
Shock Absorber, L/H, Rebuilt	All	264-025	184.95	159.95
Wishbone/Spring Pan, With Pin	All	264-067	169.95	144.95
Swivel Pin Repair Kit	1098, 1275, 1500 Disc Brakes	264-205	85.60	72.95
340 lb/in Front Coil Spring	1958-'74	264-605	82.70	61.95
Leaf Spring, 1/2 elliptic	1963-'74	265-490	104.95	91.95
Leaf Spring, 1/2 elliptic	1975 on	265-500	104.95	88.95
Leaf Spring, rally spec. 1/4 elliptic	1958-'62 1/4 elliptic	265-630	104.95	82.95
Rear Spring Polyurethane Bushing/Pad Kit	1/2 Elliptic Springs	266-418	62.95	54.95
Rear Shock Conversion Kit	from Midget MkII, Sprite MkIII (from March 1964-on)	268-288	190.95	159.95
Horn Push Assy.	fits Midget from 1970-on	408-275	54.95	41.95
Steering Wheel	1964 -'67	453-865	249.95	199.95

Austin-Healey 100, 3000

Body Trim & Fittings

Windshield Glass	BN4 - BT7	021-840	\$149.95	\$129.95
Windshield Glass	BJ7, BJ8	021-850	164.95	136.95
Rocker Panel, L/H	100-6, 3000	021-880	54.95	46.95
Rocker Panel, R/H	100-6, 3000	021-881	54.95	46.95
Front Splash Apron	100-6, 3000	031-350	59.95	49.95
Surround Assembly, Air Intake	100-6, 3000	031-351	67.95	57.95
Grille Surround	BN7/BT7 from (c)13751, BJ7, BJ8	031-361	834.95	699.95
Raydyot Mirror	All	222-355	64.95	55.95
Bullet Mirror, 4.25"	All	222-390	87.95	72.95
Overrider w/Bolt	100-4	454-010	49.95	36.95
Door Latch Assy., L/H	100-6 BT7	803-815	57.95	46.95
Shut Face Finisher Set, R/H	BN4 from C.E.68960, BN6, BN7, BT7	803-820	141.95	123.95
Door Latch Assy., R/H	100-6 BT7	803-825	57.95	46.95
Shut Face Finisher Set, L/H	BN4 from C.E.68960, BN6, BN7, BT7	803-830	141.95	123.95
Shut Face Finisher Set, R/H	BJ7, BJ8	803-840	141.95	123.95
Shut Face Finisher Set, L/H	BJ7, BJ8	803-850	141.95	123.95
Edge Kit, Gearbox Cover	BN7 from (c)16039, BT7 from (C) 15881, BJ7, BJ8	805-785	169.95	126.95
Surround Panel, rear seat	BN4, BT7, BJ7, BJ8	805-820	257.70	204.95
Splash Panel Set, with stays	100-6, 3000	806-320	89.95	72.95
Bumper Bar, Rear	100-4	854-270	459.95	389.95
Trunk Floor	BN4, BN6, BN7, BT7, BJ7	856-150	86.95	73.95
Trunk Floor	BJ8	856-155	183.25	149.95
Rear Fender Repair, Rear, R/H	All	857-515	191.95	159.95
Rear Fender Repair, Rear, L/H	All	857-525	191.95	159.95
Fender Repair, Steel, R/H	100-6, 3000	857-560	169.95	139.95
Fender Repair, Steel, L/H	100-6, 3000	857-570	169.95	139.95
Front Fender, L/H, Steel	100-6, 3000	858-000	1,399.95	1,199.95
Grille	BN4, BN6, BN7/BT7 to (c)13750	870-060	398.95	339.95
Badge Bar	BN4 thru BJ8	870-130	89.95	72.95

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Body Trim & Fittings (cont.)

		Part #	Price	Sale
Front Bumper Bar	BN4 thru BJ8	991-353	\$149.95	\$124.95
Rear Bumper Bar	BN4 thru BJ8	991-356	139.95	117.95

Brakes

Master Cylinder Assembly	100-4	021-142	\$298.95	\$254.95
Wheel Cylinder, 7/8" Bore, L/H	BN1 from C.E.221404, BN2	021-144	74.95	63.95
Wheel Cylinder, L/H	BN1 to C.E.221403, BN4, BN6 Wire Wheels	021-146	54.95	42.95
Wheel Cylinder, 7/8" Bore, R/H	BN1 from C.E.221404, BN2	021-147	74.95	63.95
Wheel Cylinder, 1" Bore, R/H	BN1 to C.E.221403, BN4, BN6 Wire Wheels	021-149	54.95	42.95
Rear Wheel Cylinder, 3/4" Bore	BN7, BT7, BJ7, BJ8	021-161	98.95	79.95
Servo Repair Kit, orig. servo	BN7, BT7, BJ7, BJ8	021-164	92.35	76.95
Brake Disc	BN7, BJ8 to (c)C26704	021-170	74.95	55.95
Brake Master Cylinder	BN7, BT7, BJ7, BJ8 (with servo)	581-100	121.95	99.95
Tank Assembly, Single Supply	BN1, BN2	582-975	62.95	52.95
Clutch & Brake Reservoir	BN4 from C.E.48863; BN6-BJ8	582-980	87.95	74.95
Brake Pipe Set, cupro nickel	BN7, BT7, BJ8 (with servo system)	585-438	113.60	96.95

Car Care, Tools & Shop Supplies

SK Carburetor Flow Meter	All	375-321	\$64.95	\$52.95
Socket Set, 3/8" drive, Whitworth	All	381-608	95.20	78.95
Socket Set, 1/2" drive, Whitworth	All	382-318	174.95	144.95
Wrench Set, open end, Whitworth	All	383-618	206.95	169.95
Wrench Set, box end, Whitworth	All	384-418	114.95	94.95
Jack with Handle, King Dick style	BN1, BN2	386-900	147.95	119.95

Clutch, Transmission & Drive Train

Synchro Ring Set, Uprated	BN2-BJ7	019-318	\$299.95	\$259.95
Clutch Cover	BN1 thru BN6	021-135	199.95	168.95
Clutch Cover	BN7, BT7, BJ7	021-136	199.95	169.95
Pressure Plate, 9.5"	BJ7 from 29F-H4879, BJ8	021-139	149.95	129.95
Bearing, Wheel	Late BN1 on	021-174	59.95	49.95
Speedo Angle Drive	BN4-BJ8	021-511	56.95	41.95
Clutch Disc	BN7, BT7, BJ7 to 29F-H4878	500-100	109.95	94.95
Clutch Disc	BJ7, BJ8 from 29F-H4879	502-505	89.95	72.95
Clutch Slave Cylinder	BN4 thru BJ8	513-316	49.95	36.95
Clutch Master Cylinder	BN4 from C.E.48863, BN6, BN7, BT7, BJ7, BJ8	513-318	73.95	63.95
Aumulator Housing	All	866-320	94.95	82.95
Clutch Ball Bearing	All	866-470	62.95	52.95

Cooling

Thermostat w/Sleeve 160F	All	434-156	\$59.95	\$51.95
Water Pump	BJ8 from 29K-H10272	580-010	87.95	74.95
Heater Core	100-4	635-435	519.95	439.95
Air Deflector Assembly	BN7, BT7 from (c)13751 BJ7, BJ8	806-340	93.95	76.95
Water Pump	BN4 thru BJ8 to 29K-H10271	835-020	87.95	76.95

Electrical

Battery Tray	All	031-308	\$84.95	\$63.95
Flasher relay	All	141-400	129.95	96.95
Mallory Electronic Distributor	4 Cyl, Neg. Ground	143-155	599.95	509.95
Mallory Dual Point Distributor	4 Cyl, Neg. Ground	143-180	329.95	284.95
Pertronix for Mallory Dual Point	4 Cyl, Neg. Ground	143-181	154.95	129.95
Headlamp Assy. 2 adj. no rim	from BN7 (c)2276, BT7 (c)2177 thru BJ8	144-800	72.95	54.95
Wiper Wheelbox	BN2 thru BJ8	145-217	49.95	36.95
Tripod Headlamp Set	LHD	156-878	139.95	104.95
PL Tripod Headlamp Set	LHD	156-898	169.95	126.95
Driving Lamp 500 SLR, stem mount	All	162-700	97.95	79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95	113.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95	113.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95	79.95
Lucas PL Tripod Headlamp	LHD	163-980	129.95	96.95
Windtone Horn Set	All	165-708	94.95	71.95
Pertronix Electronic Ignition Kit	Lucas 23 & 25D6, 6 Cyl.	222-415	108.95	92.95
Pertronix Electronic Ignition Kit	Asymmetric Distributor	222-561	144.95	123.95
Pertronix Electronic Ignition Kit	Lucas distributors nos. 40495, 40422, 40520	222-605	122.95	104.95
Pertronix Electronic Ignition Kit	Lucas distributors nos. 40495, 40422, 40520	222-615	135.95	115.95
Wiring Harness, Cloth/PVC	BN4 from C.E.68960, BN6 from (c)3460, BN7-BJ7	356-340	384.95	319.95
Wiring Harness, Cloth/PVC	BJ8 to (b)76137	356-345	384.95	319.95
Wiring Harness, Cloth/PVC	BJ8 from (b)76138	356-355	384.95	319.95

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Electrical (cont.)

		Part #	Price	Sale
Wiring Harness, Cloth/Braid	BN1	357-170	\$452.95	\$374.95
Wiring Harness, lacquer-braid	BN4 to C.E.68959, BN6 to (c)3459	357-185	480.95	389.95
Wiring Harness, Cloth/Braid	BN4 from C.E.68960, BN6 from (c)3460, BN7-BJ7	357-190	480.95	399.95
Antenna, electric lift	All	386-960	102.95	82.95
Battery, Tartop - 12V	All	459-400	299.95	259.95
Gear Reduction Starter	BN1 thru BJ8	540-420	279.95	229.95
Mallory Dual Point - 6 Cyl.	6 Cyl. Distributor (Most British with Lucas dist.)	543-040	329.95	284.95
Control Head Assembly	BN4-BJ8 adjustable wheel only	853-810	349.95	259.95
Pertronix Electronic Ignition Kit	Lucas 23, & 25D6, 6 Cyl. Pos. Ground	222-560	120.95	102.95
Pertronix Electronic Ignition Kit	Lucas DM6, Pos. Ground	222-570	132.95	113.95
Pertronix Electronic Ignition Kit	Lucas DM6, Neg. Ground	222-571	119.95	99.95
Mallory Unilite - 6 Cyl.	6 Cyl. Negative Ground	543-045	585.95	499.95

Engine

Sump, Alloy	100-6, 3000	021-148	\$479.95	\$399.95
Piston Set, .030	BN7, BT7, BJ7, BJ8	021-298	363.95	309.95
Harmonic Crank Balancer	BN4 thru BJ8	031-206	469.95	399.95
Throttle Switch	w/Overdrive	141-050	189.95	159.95
Cooling Fan, aftermarket	100-6, 3000	231-708	78.95	66.95
Head Gasket Set	100-4	524-012	115.95	99.95
Head Gasket Set	BN6 thru BJ8	524-051	72.95	59.95
Rod Bearing Set, .010	100-6, 3000	550-351	58.95	51.95
Main Bearing Set, .010	100-6, 3000	550-436	61.95	52.95
6 Cyl. Rear Oil Seal Conversion	100-6, 3000	833-415	114.95	82.95

Exhaust

Muffler, Mild Steel	BN4-BJ7	610-108	\$111.45	\$94.95
Front Muffler & Intermediate Pipe, R/H	BJ8	610-257	197.95	168.95

Exterior

Brooklands Racing Screen	All	224-100	\$139.95	\$115.95
Windwing Set	100-6 thru 3000 BT7	240-150	69.95	55.95

Fuel System & Emission

Fuel Tank, Premium Quality	BN4 from C.E. 68960 thru BJ8	021-800	\$289.95	\$214.95
Fuel Tank, Aluminum	BN4 from C.E. 68960 thru BJ8	021-825	612.95	519.95
K&N Air Filter, 1.75" Thick	1 1/2" SU (1 3/4" deep)	222-935	67.95	59.95
K&N Air Filter, 3" Thick	1 1/2" SU (3" deep)	222-950	57.95	49.95
K&N Air Filter, 1.75" Thick	1 3/4" SU (1 3/4" deep)	222-955	67.95	59.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
K&N Air Filter, 2.5" Thick	1 3/4" SU carbs (2 1/2" deep)	222-995	70.95	61.95
Carb Rebuild Kit, for 2 carbs	BN4 to BN7, BT7 HD6	375-288	149.95	129.95
Carb Rebuild Kit, for 2 carbs	BJ8 HD8	375-328	139.95	115.95
Carb Master Rebuild Kit, for 2 carbs	BN1, BN2, BN4 H4	375-518	156.95	136.95
Carb Master Rebuild Kit, for 2 carbs	100-M H6	375-528	156.95	136.95
Carb Master Rebuild Kit, for 2 carbs	BJ7 H56	375-578	115.95	93.95
Carb Master Rebuild Kit, for 2 carbs	BN4 - BN7, BT7 HD6	375-588	219.95	184.95
Carb Master Rebuild Kit, for 2 carbs	BJ8 HD8	375-598	219.95	184.95
Hose Kit, Fuel Pipe Conversion	banjo fitting pumps	376-108	49.95	39.95
Fuel Pump, Double End - SU	All	377-036	369.95	319.95
Fuel Pump - SU	BN1, BN2; BN4 to C.E.60412	377-042	164.95	139.95
Fuel Pump - Square Body	BN4 from C.E.60413, BN6, BN7, BT7 to (c)17351	377-085	367.95	299.95
Fuel Pump - SU	All	377-161	149.95	126.95
Fuel Pump, electronic, SU	BN1-BN4 to 60412, Neg. ground	377-225	209.95	174.95
Fuel Pump, electronic, SU	BN1 thru BN4 to 60412	377-235	166.95	139.95
Fuel Pump, electronic, SU	BJ8 from 28225	377-255	163.95	138.95
Fuel Pump, electronic, SU	BN4 from 60413 thru BJ8 28224	377-275	399.95	329.95
Double Fuel Pump, electronic, SU	Negative ground	377-335	419.95	359.95
Fuel Pump - Solid State	All	377-420	84.95	68.95
Fuel Pressure Regulator w/Filter	All	377-435	86.95	74.95
Gas Cap, locking, Aston design	All	407-125	149.95	111.95
Fuel Tank, Steel	BN1, BN2	849-070	549.95	439.95

Interior

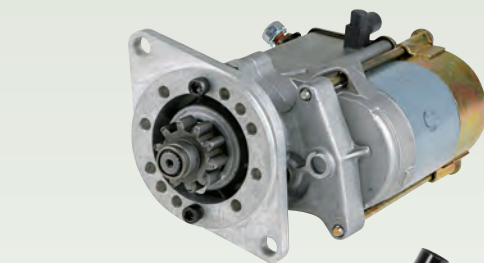
Heat Shield Kit, w/Hardware	BN4-BJ8	021-783	\$171.95	\$138.95
Heat Shield, Exhaust	BN7/BT7 from (c)13751, BJ7, BJ8	021-787	91.95	73.95
Inertia Seatbelt, 3 Point - Hook Type	All	222-206	52.50	43.95
Inertia Seatbelt, 3 Point - Hook Type Short	All	222-209	52.50	43.95
Competition Seatbelt - 2 Point	All	222-211	84.95	71.95

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Interior (cont.)

		Part #	Price	Sale
Dashboard Set, Walnut Veneer	LHD	633-650	\$399.95	\$339.95
Dash Top, Padded, Black	BJ8	633-850	254.95	214.95
Door Top Rail Pair	BJ8	858-158	179.95	149.95

Suspension & Steering

King Pin Set	BN1 thru BJ8	021-188	\$159.95	\$134.95
Rear Shock, L/H	BN1 thru BJ8 to (c)26704	021-215	169.95	144.95
Rear Shock, R/H	BN1 thru BJ8 to (c)26704	021-216	169.95	144.95
Leaf Spring	100-4	021-581	145.95	109.95
Leaf Spring	100-6, 3000 to (c)26704	021-582	137.95	113.95
Rear Wire Wheel Hub, R/H	BN1 from C.E.221536, BN2-BJ8 to (c)26704	031-290	119.95	99.95
Rear Wire Wheel Hub, L/H	BN1 from C.E.221536, BN2-BJ8 to (c)26704	031-365	119.95	99.95
Front Shock	3000 1963-'67	655-066	271.95	229.95
Rear Wire Wheel Hub, R/H	BJ8 from (c)26705	664-010	124.95	106.95
Side Rod Assembly	BN2-BJ8	667-550	64.95	54.95
Steering Box - Adjustable	Adjustable Steering	667-830	3,244.95	2,799.95
Steering Wheel Nut	100-6, 3000	853-777	61.95	46.95
Steering Wheel, Adjustable	100-6, 3000	853-790	349.95	259.95
Steering Wheel, Non-Adjustable, 16 1/2"	All	853-800	249.95	184.95

Classic Mini Body Trim & Fittings

Raydyot Mirror	All	222-355	\$64.95	\$55.95
Bullet Mirror, 4.25"	All	222-390	87.95	72.95

Clutch, Transmission & Drive Train

Clutch Slave Cylinder	Diaphragm Clutches	180-655	\$59.95	\$49.95
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Electrical

Generator, w/o Pulley	thru 1967	140-200	\$154.95	\$128.95
Mallory Electronic Distributor	4 Cyl, Neg. Ground	143-155	599.95	509.95
Mallory Dual Point Distributor	4 Cyl, Neg. Ground	143-180	329.95	284.95
Pertronix for Mallory Dual Point	4 Cyl, Neg. Ground	143-181	154.95	129.95
Headlamp Assy. 2 adj. no rim	LHD, 2 adjuster	144-800	72.95	54.95
Tripod Headlamp Set	LHD	156-878	139.95	104.95
PL Tripod Headlamp Set	All	156-898	169.95	126.95
Driving Lamp 500 SLR, stem mount	All	162-700	97.95	79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95	113.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95	113.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95	79.95
Lucas PL Tripod Headlamp	All	163-980	129.95	96.95
Pertronix Electronic Ignition Kit	Lucas 23, 24 & 25D, 4 Cyl. Neg. Ground	222-405	108.95	92.95
Pertronix Electronic Ignition Kit	Lucas 45D4	222-435	108.95	92.95
Pertronix Electronic Ignition Kit	Lucas 23, 24 & 25D, 4 Cyl. Pos. Ground	222-555	120.95	102.95
Antenna, electric lift	All	386-960	102.95	82.95

Engine

Alloy Valve Cover	A series 948-1275	224-530	\$84.95	\$69.95
Adaptor, Spin-On Oil Filter	A series 948-1275	235-875	129.95	106.95
Alloy Cylinder Head, New	1275	451-875	1,259.95	1,099.95
Super Duty Tappet Set	948, 1098, 1275	460-601	149.95	126.95
Tappet Set w/Lube	948, 1098, 1275	460-604	191.95	168.95

Exterior

Gas Cap, locking, Aston design	All	407-125	\$149.95	\$111.95
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Fuel System & Emission

K&N Air Filter, Tapered Design	HIF44 Cooper 1300	222-905	\$70.95	\$61.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
K&N Air Filter, 2.5" Thick	1 3/4" SU carbs (2 1/2" deep)	222-995	70.95	61.95
Fuel Pump, Double End - SU	All	377-036	369.95	319.95
Fuel Pump, electronic, SU	All Negative ground	377-285	159.95	132.95
Double Fuel Pump, electronic, SU	All Negative ground	377-335	419.95	359.95
Fuel Pump - Solid State	All	377-420	84.95	68.95
Fuel Pressure Regulator w/Filter	All	377-435	86.95	74.95

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MG TC, TD, TF

Body Trim & Fittings

		Part #	Price	Sale
Front and Rear Bumper Kit	TD	110-608	\$434.95	\$319.95
Radiator Cap	TC, TD	202-010	79.95	59.95
Raydyot Mirror	All	222-355	64.95	55.95
Bullet Mirror, 4.25"	All	222-390	87.95	72.95
Doretti Style Luggage Rack	TD	243-705	279.95	204.95
High-Mount Luggage Rack	TD	244-500	449.95	374.95
Gearbox Cover	TC	280-460	239.95	174.95
Tank Set, tank to body & frame, 5 pieces	TC	280-928	69.95	51.95
Strip Set, running board	TD	281-248	66.95	54.95
Gearbox Cover	TC	281-288	234.95	174.95
Body Rubber Kit	TD to (c)21302 (Early)	281-518	256.95	189.95
Body Rubber Kit	TD from (c)21303 (Late)	281-528	248.95	184.95
Body Rubber Kit	TF	281-538	233.95	174.95
Screw Set, for hinges, locks, strikers, etc.	TD, TF	323-878	62.95	49.95
Door Lock, L/H	TC-TF	401-100	79.95	59.95
Door Lock, R/H	All	401-200	79.95	59.95
Exterior Handle Kit	TD, TF	401-608	77.95	57.95
Door Hinge Set, 4 hinges & mounting hardware	TC	401-858	299.95	249.95
Door Hinge, L/H upper	TD, TF	401-960	59.95	44.95
Door Hinge, R/H upper	TD, TF	401-970	59.95	44.95
Door Hinge, L/H lower	TD, TF	401-980	59.95	44.95
Door Hinge, R/H lower	TD, TF	401-990	59.95	44.95
Door Hinge Set, 4 hinges & mounting hardware	TD, TF	402-018	269.95	199.95
Interior Lock Kit	TD, TF	402-158	219.95	164.95
Lock & Handle Assy.	TD, TF	402-178	274.95	204.95
Hood Handle Set	TC, TD	406-868	82.95	61.95
Housing, hood button	TF	406-950	89.95	66.95
Mirror Head	TC	407-347	111.95	92.95
Mirror, R/H windshield	TC	407-350	199.95	164.95
Bracket, R/H windshield mirror	TC	407-400	89.95	71.95
Badge Bar	TD, TF	451-060	64.95	48.95
End Panel Set, Gas Tank (2 End Panels)	TD	451-648	179.95	134.95
Front Bumper Bar	TD, TF	453-010	164.95	123.95
Rear Bumper Bar	TD	453-020	164.95	123.95
Rear Bumper Bar	TF	453-030	164.95	123.95
Override w/Bolt	TD, TF	454-010	49.95	36.95
Dash Bead Set	TD	454-110	255.95	219.95
Grille Slat Set	TF	454-148	299.95	219.95
Grille, zinc plated	TC, TD	454-170	99.95	74.95
Grille, chrome	TC, TD	454-180	124.95	93.95
Inner Tube, 4.50 x 19"	TC	454-410	49.95	36.95
Front Quarter Panel, L/H	TD	457-320	256.95	209.95
Front Quarter Panel, R/H	TD	457-330	256.95	209.95

Brakes

Wheel Cylinder, rear	TC	180-580	\$149.95	\$111.95
Wheel Cylinder, front	TC	180-590	149.95	111.95
Master Cylinder Assembly (No Pushrod)	TC	180-608	399.95	319.95
Wheel Cylinder, front	TD, TF	180-620	54.95	41.95
Wheel Cylinder, rear	TD, TF	180-630	99.95	82.95
Master Cylinder, Brake	TD, TF	180-730	264.95	214.95
Brake Master Cylinder, replacement	TD, TF	181-195	179.95	134.95
Brake Shoe Set, front or rear	TD, TF	182-130	110.95	89.95
Brake Pipe Set	TC	183-138	249.95	204.95
Brake Pipe Set, cupro nickel	TD, TF	183-168	114.95	94.95
Brake Drum	TD, TF with wire wheels	264-320	189.95	142.95

Car Care, Tools & Shop Supplies

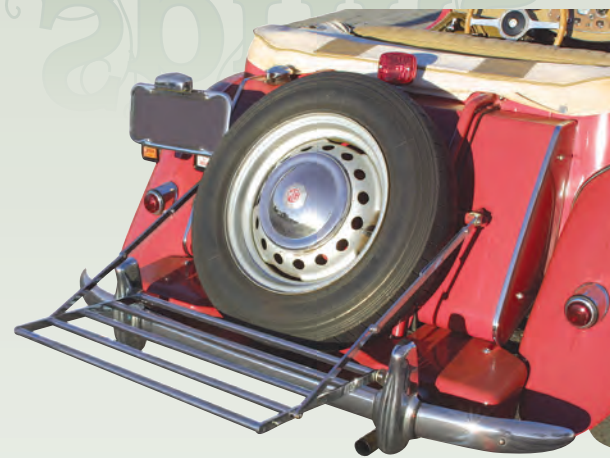
MG T Series Restoration Guide	All	211-335	\$52.95	\$41.95
SK Carburetor Flow Meter	All	375-321	64.95	52.95
Socket Set, 3/8" drive, Whitworth	All	381-608	95.20	78.95
Socket Set, 1/2" drive, Whitworth	All	382-318	174.95	144.95
Wrench Set, open end, Whitworth	All	383-618	206.95	169.95
Wrench Set, box end, Whitworth	All	384-418	114.95	94.95
Shock Bush Installation Tool Kit	TC	385-890	69.95	59.95

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MG TC, TD, TF

Clutch, Transmission & Drive Train

		Part #	Price	Sale
Bearing Set, diff. pinion	TD, TF	129-008	\$127.95	\$106.95
Ring Gear, 10 3/4" I.D.	TD from (e)9408, TF	190-030	89.95	66.95
Pressure Plate, New (8")	TD from (e)9408, TF	190-120	178.95	155.95
Clutch Disc	TC, TD to (e)9407	190-130	80.95	69.95
Clutch Disc	TD, TF from (e)9408	190-140	69.95	57.95
Pedal Shaft, L/H Drive	TD, TF	190-500	94.95	79.95
Clutch Cover	TC, TD to (e)9407	190-840	224.95	194.95
Rear Bearing Housing	TC	265-130	369.95	299.95
Cap, Bevel Pinion Housing	TC	265-198	133.95	99.95
Speedo Cable, original type	TD LHD (6'6")	331-150	63.45	52.95
Starter Cable, original type	TC	331-370	93.75	69.95
Choke Cable, original type	TC	331-380	93.75	69.95
Slow Running Cable, original type	TC	331-390	93.75	69.95
Gearbox Mount, Rear	TC	410-040	49.95	36.95
Shaft, Cluster Gear	TD, TF	441-250	49.95	39.95
Gearshift Lever	All	443-055	89.95	66.95

Cooling

Moto-Meter	All	230-103	\$69.95	\$57.95
Moto-Meter On Radiator Cap	TC, TD	230-125	142.95	115.95
Moto-Meter w/ Radiator Cap	TC, TD	230-130	139.95	113.95
Water Pump	All	434-010	174.95	139.95
Radiator Assembly	TC, TD	453-980	695.95	549.95

Electrical

Generator, new	TD, TF	140-300	\$219.95	\$164.95
Starter	TD, TF	140-400	127.95	102.95
Horn/Dipper Switch	TC, TD to (c)18882	140-700	72.95	59.95
Flasher relay	TD, TF	141-400	129.95	96.95
Ignition/Headlamp Switch	TC, TD	141-510	179.95	134.95
Regulator	TC, TD to (c)8141	141-900	269.95	219.95
Mallory Electronic Distributor	4 Cyl, Neg. Ground	143-155	599.95	509.95
Mallory Dual Point Distributor	4 Cyl, Neg. Ground	143-180	329.95	284.95
Pertronix for Mallory Dual Point	4 Cyl, Neg. Ground	143-181	154.95	129.95
Q12 Style Ignition Coil	1931-'53	143-210	61.95	46.95
Headlight Bucket Assy. chrome	49 EXU TC, TD	143-310	309.85	249.95
Parking Lamp Assy.	All	143-400	98.95	82.95
Tail Lamp Assy.	TC	143-900	129.95	96.95
License Plate Lamp Assy. Lucas	49 EXU TC, TD, TF	144-190	79.95	63.95
Tripod Headlamp Set	LHD	156-878	139.95	104.95
PL Tripod Headlamp Set	All	156-898	169.95	126.95
Rectangular Tail Lamp Assy.	TD to (c)21302	157-908	73.25	54.95
Turn Signal Switch	TD, TF	162-400	149.95	111.95
Driving Lamp 500 SLR, stem mount	All	162-700	97.95	79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95	113.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95	113.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95	79.95
Lucas PL Tripod Headlamp	All	163-980	129.95	96.95
Windtone Horn Set	All	165-708	94.95	71.95
Altette Horn, repro.	TC	165-900	259.95	189.95
Headlamp Assy, 3 Adjuster	TF	168-708	99.95	82.95
Pertronix Electronic Ignition Kit	Asymmetric Distributor	222-561	144.95	123.95
Pertronix Electronic Ignition Kit	Symmetric or High Lift Dist.	222-572	144.95	123.95
Pertronix Electronic Ignition Kit	Symmetric or High Lift Dist.	222-573	132.95	113.95
Wiring Harness, cloth/pvc	TD to (c)18882 (without turn signals)	356-130	340.95	279.95
Wiring Harness, cloth/pvc	TD to (c)18882	356-140	354.95	289.95
Wiring Harness, cloth/pvc	TD from (c) 18883	356-150	354.95	299.95
Wiring Harness, cloth/pvc	TF	356-160	354.95	289.95
Wiring Harness, cloth/pvc	TD to (c) 18883	356-308	726.95	579.95
Wiring Harness, lacquer-braid	TD from (c) 18883	357-080	393.95	329.95
Tach Reduction Gearbox	All	360-010	114.95	82.95
Fuel Warning Sending Unit	All	360-050	69.95	54.95
Battery, Tartop - 12V	All	459-400	299.95	259.95
Battery, Tartop - 12V	All	459-400	299.95	259.95
Starter - Rebuilt	TD, TF	541-540	209.95	169.95



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MG TC, TD, TF

Engine		Part #	Price	Sale
Valve Cover	TC, TF	224-225	\$229.95	\$169.95
Valve Cover	TD	224-226	229.95	169.95
Tappet Cover, cast aluminum	All	224-240	74.95	55.95
Spin-On Oil Filter Adaptor	TD from (e)14224 & TF	235-865	97.95	72.95
Cylinder Head Gasket, elongated water holes	1250 to (e)22734	290-000	68.95	51.95
Cylinder Head Gasket, round water holes	1250 from (e)22735	290-100	60.95	44.95
Cylinder Head Gasket	1500 engines	290-200	72.95	54.95
Engine Gasket Set, complete	1250 to (e)22734	297-708	153.95	123.95
Engine Gasket Set, complete	TD, TF 1250 from 22735	297-808	153.95	123.95
Engine Gasket Set, complete	TF 1500	297-908	153.95	123.95
Bolt & Nut Set, Connecting Rod (8 Of Each)	All	321-268	99.95	82.95
Tach Cable, original type	TD LHD, TF (3'4")	331-055	61.50	46.95
Starting Handle	TD, TF	386-150	92.95	74.95
Engine Mount, Front	TD, TF	411-010	53.95	39.95
Piston Set, std.	1250	420-018	269.95	219.95
Piston Set, .030"	1250	420-048	269.95	219.95
Piston Set, .040"	1250	420-058	269.95	219.95
Piston Set, .060"	1250	420-068	269.95	219.95
Piston Set, .080"	1250 Engines	420-078	279.95	229.95
Ring Set, .060"	1250 Engines/3-ring Mowog & AeroLite Pistons	421-050	69.95	54.95
Valve Set, 8 valves	TC, TD	423-058	175.95	129.95
Valve Set, 8 valves	TD MKII, TF	423-068	178.95	134.95
Main Bearing Set, std.	All	424-650	99.95	74.95
Main Bearing Set, .010"	All	424-750	99.95	74.95
Main Bearing Set, .020"	All	424-800	99.95	74.95
Cam Bearing Set	All	424-968	162.95	129.95
Push Rod Set, short,	use with cam #451-260 or 451-270	433-335	79.95	66.95
Tappet Set, long oiling hole	All	433-365	324.95	274.95
Rear Crank seal Conversion Kit	All	433-418	224.95	184.95
Speedi Sleeve (If req'd.)	All	433-425	59.95	49.95
Camshaft Sprocket	All	433-430	128.95	96.95
Crankshaft Sprocket	All	433-440	109.95	82.95
Crankshaft Pulley	All	433-470	89.95	66.95
Distributor Gear	All	433-520	57.95	42.95
Timing Chain Tensioner Assy., original type	All	433-578	88.55	66.95
Water Pump Pulley	All	434-060	84.95	63.95
Water Branch Pipe	TD	434-220	97.95	72.95
Oil Pump Rebuild Kit	All	435-088	295.95	249.95
Oil Pump Shaft & Gear	All	435-090	97.95	79.95
Oil Pump Gear Set	All	435-128	128.95	106.95
Oil Filter Assy.	TC, TD to (e)14223	435-385	189.95	157.95
Rocker Arm Shaft, 14 7/8" long	TD, TF from (e)9008	451-180	74.95	55.95
Standard Camshaft	All	451-260	359.95	294.95
Crane Camshaft, 3/4 Grind	All	451-270	259.95	214.95
Crankshaft	All	451-490	2,595.00	2,099.95

Exhaust

Stainless Steel Exhaust System	TC	454-508	\$407.95	\$329.95
Stainless Steel Exhaust System	TD, TF	454-528	380.95	319.95

Exterior

Brooklands Racing Screen	All	224-100	\$139.95	\$115.95
Windwing Set	TC, TD, TF	240-100	104.95	82.95

Fuel System & Emission

K&N Air Filter, 1.75" Thick	1 1/2" SU (1 3/4" deep)	222-935	\$67.95	\$59.95
K&N Air Filter, 3" Thick	1 1/2" SU (3" deep)	222-950	57.95	49.95
K&N Air Filter, 1.75" Thick	1 3/4" SU (1 3/4" deep)	222-955	67.95	59.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
K&N Air Filter, 2.5" Thick	1 3/4" SU carbs (2 1/2" deep)	222-995	70.95	61.95
MG Crest Air Filter	1 1/2" SU's	223-290	54.95	46.95
Carb Set	TD	370-758	1,317.95	1,149.95
Carb Rebuild Kit, for 2 carbs	TC, TD H2	375-218	124.95	107.95
Carb Master Rebuild Kit, for 1 carb	TC, TD H2	375-505	76.95	64.95
Carb Kit, Master, H2x2	TC, TD H2	375-508	146.95	126.95
Carb Master Rebuild Kit, for 1 carb	TD MKII H4	375-515	82.60	69.95
Fuel Pump, SU	TC, TD, TF to (c)1509	376-990	259.95	209.95
Fuel Pump, Double End - SU	All	377-036	369.95	319.95

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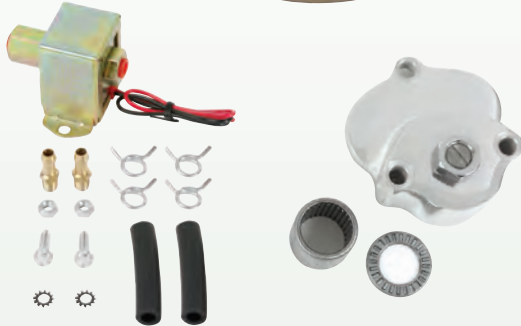
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MG TC, TD, TF

Fuel System & Emission (cont.)

		Part #	Price	Sale
Fuel Pump - SU	TF from (c)1510	377-042	\$164.95	\$139.95
Fuel Pump, electronic, SU	TC, TD, TF to (c) 1509 neg. ground	377-205	219.95	179.95
Fuel Pump, electronic, SU	TC, TD, TF to (c) 1509 pos. ground	377-215	219.95	179.95
Fuel Pump, electronic, SU	TF from 1510, neg. ground	377-225	209.95	174.95
Fuel Pump, electronic, SU	TF from 1510, Pos. ground	377-235	166.95	139.95
Fuel Pump - Solid State	All	377-420	84.95	68.95
Fuel Pipe, tank to pump	TD, TF to (e)31536	454-080	86.95	69.95

Interior

Switch, Panel Light Rheostat (W/Knob)	TD from (c)10701	145-900	\$109.95	\$82.95
Inertia Seatbelt, 3 Point - Hook Type	All	222-206	52.50	43.95
Inertia Seatbelt, 3 Point - Hook Type Short	All	222-209	52.50	43.95
Competition Seatbelt - 2 Point	All	222-211	84.95	71.95
Dashboard Walnut	TD to (c) 10778 (Flat Tach & Speedo)	233-645	439.95	374.95
Gauge, Oil Pressure/Water Temp.	TD from (c)13914	360-070	379.95	309.95
Steering Wheel, Brooklands	TA (Late), TB, TC	454-240	439.95	359.95
Steering Wheel, Brooklands	TA (Late), TB, TC	454-258	399.95	329.95
Steering Wheel, Brooklands	TD, TF	454-265	399.95	329.95
Steering Wheel, Brooklands	TD, TF	454-268	399.95	329.95

Suspension & Steering

Tompkins Steering Kit	TC	260-118	\$153.95	\$126.95
King Pin Set	TC	261-078	219.95	184.95
Steering Wheel Center Piece, original type	TD, TF	262-340	79.95	59.95
Negative Camber Wishbone Set	TD, TF	264-038	87.95	74.95
Top Suspension Link, RH	TD, TF	264-180	199.95	169.95
Pivot, A-Arm	TD, TF	264-270	79.95	59.95
Front Hub, R/H	Wire Wheels	264-300	159.95	138.95
Front Hub, L/H	Wire Wheels	264-310	159.95	138.95
Major Suspension Kit	TD, TF	264-358	136.95	102.95
Shock Kit, Replacement, Front	Late TD's, All TF's	264-398	1,034.95	899.95
Rear Hub, R/H, wire wheels	TF	266-390	219.95	179.95
Rear Hub, L/H, wire wheels	TF	266-400	219.95	179.95
Shock Conversion Kit, Rear	TD, TF	267-658	579.95	499.95
Suspension Rubber Kit	TD, TF	281-558	176.95	132.95
Axle Shaft, SAE thread	TD, TF	453-220	214.95	174.95
Steering Wheel, original type	TD, TF	454-230	299.95	219.95

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Body Panels & Structure

Repair Panel, Rear R/H	All	457-780	\$56.95	\$41.95
Repair Panel, Rear L/H	All	457-790	56.95	41.95

Body Trim & Fittings

Raydoyt Mirror	All	222-355	\$64.95	\$55.95
Bullet Mirror, 4.25"	All	222-390	87.95	72.95
Body Rubber Kit	1500 roadster	281-708	231.95	169.95
Body Rubber Kit	1600 roadster	281-728	235.95	189.95
Body Rubber Kit	MKII roadster	281-748	234.95	189.95
Packing Set, Body To Frame (Complete)	All	281-778	79.95	69.95
Rear Bumper	All	453-170	99.95	82.95
Front Rail, uncovered, w/ rubber & hardware	All	453-718	99.95	79.95
Front Bumper Assembly	All	454-880	128.95	111.95
Front Valance, Fiberglass	All	455-110	149.95	126.95
Windshield Glass - Triplex	All	456-071	324.95	279.95
Front Valance, steel	All	456-100	459.95	399.95
Air Hose Set, 5 original type hoses	All	456-188	79.95	59.95
Fender, R/H Rear	All	456-710	989.95	819.95
Rocker Panel, L/H	All	456-720	59.95	46.95
Rocker Panel, R/H	All	456-730	59.95	46.95
Fender, R/H front	All	456-750	1,699.95	1,399.95
Complete Floorboard Set	1500 to (c)61503	456-945	199.95	164.95
Complete Floorboard Set	from (c)61504	456-955	199.95	164.95
Repair Panel, Lower R/H	All	457-760	64.95	48.95
Repair Panel, Lower L/H	All	457-770	64.95	48.95
Sill, R/H, With End Caps	All	457-800	82.95	68.95
Hood or Trunk Hinge Set	All	470-918	62.95	54.95
Shell & Grille Assy. Flat, Budget Quality	1500, 1600	990-060	189.95	159.95

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Brakes

		Part #	Price	Sale
Wheel Cylinder, rear	All exc. Twin Cam	180-630	\$99.95	\$82.95
Wheel Cylinder Set	1500	180-638	199.95	149.95
Piston	All	180-740	77.95	63.95
Brake Disc	All exc. Twin Cam	182-180	74.65	54.95
Brake Pipe Set, cupro nickel	1600, MKII	183-088	114.95	94.95
Brake Drum, Front	1500 Wire Wheel	264-780	158.00	117.95

Car Care, Tools & Shop Supplies

SK Carburetor Flow Meter	All	375-321	\$64.95	\$52.95
Jack with Handle, King Dick style	All	386-900	147.95	119.95

Clutch, Transmission & Drive Train

Clutch/Brake Master Cyl.	1500	180-670	\$359.95	\$264.95
Slave Cylinder, Classic Gold	All	180-715	59.95	44.95
Clutch Slave Cylinder, original	1500, 1600, MKII	180-720	109.95	91.95
Clutch/Brake Master Cyl.	1600, MKII	180-750	439.95	359.95
Clutch Master Cylinder	Twin Cam & MKII Deluxe	180-791	89.95	76.95
Pressure Plate, New	All	190-120	178.95	155.95
Clutch Disc	1500, 1600, MK II to (e)3928	190-140	69.95	57.95
Clutch Disc	MK II from (3929)	190-250	68.95	57.95
Gearshift Lever	All	443-065	89.95	66.95
Laygear Bearing Kit	All	461-878	59.95	48.95
Clutch Slave Cylinder	Twin Cam, Deluxe	513-316	49.95	36.95

Cooling

Heater Core	All	360-675	\$99.95	\$82.95
Thermostat w/Sleeve 160F	All	434-156	59.95	51.95
Radiator Assembly	All Non-Twin Cam	456-050	249.95	209.95
Radiator Shroud	All	459-645	49.95	42.95

Electrical

Alternator Conversion Kit	All	130-078	\$259.95	\$214.95
Generator	All	140-200	154.95	128.95
Starter	All	140-400	127.95	102.95
Flasher relay	All	141-400	129.95	96.95
Distributor, Flame Thrower, Electronic	All	143-116	239.95	199.95
Distributor, Flame Thrower, Electronic	All	143-125	249.95	214.95
Mallory Electronic Distributor	4 Cyl, Neg. Ground	143-155	599.95	509.95
Mallory Dual Point Distributor	4 Cyl, Neg. Ground	143-180	329.95	284.95
Pertronix for Mallory Dual Point	4 Cyl, Neg. Ground	143-181	154.95	129.95
License Plate Lamp Assy. Lucas	All	144-190	79.95	63.95
Headlamp Assy. 2 adj. no rim	1600 from (c)70222	144-800	72.95	54.95
Tripod Headlamp Set	LHD	156-878	139.95	104.95
PL Tripod Headlamp Set	All	156-898	169.95	126.95
Turn Signal Switch	All	162-400	149.95	111.95
Driving Lamp 500 SLR, stem mount	All	162-700	97.95	79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95	113.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95	113.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95	79.95
Lucas PL Tripod Headlamp	All	163-980	129.95	96.95
Windtone Horn Set	All	165-708	94.95	71.95
Headlamp Assembly (2-Adj.)	1600 from (c)70222	168-698	106.95	88.95
Headlamp Assy, 3 Adjuster	1500 & 1600 to (c)70221	168-708	99.95	82.95
Pertronix Electronic Ignition Kit	Lucas distributors nos. 40495, 40422, 40520	222-605	122.95	104.95
Pertronix Electronic Ignition Kit	Lucas distributors nos. 40495, 40422, 40520	222-615	135.95	115.95
Wiring Harness, Fabric Bound, PVC Wires	1500	356-170	359.95	294.95
Wiring Harness, Fabric Bound, PVC Wires	1600, MKII	356-180	359.95	299.95
Antenna, electric lift	neg. ground	386-960	102.95	82.95
6 Volt Classic Battery	All	459-385	174.95	139.95
Starter - Rebuilt	All	541-540	209.95	169.95

Engine

Camshaft, High Performance	All	222-270	\$379.95	\$309.95
Alloy Valve Cover	All exc. Twin Cam	224-508	109.95	91.95
Oil Cooler Kit, With 13-Row Radiator	All	235-920	179.95	157.95
Silicone Gasket Set	All	296-425	49.95	36.95
Cylinder Head Stud Kit	MGA	322-858	199.95	169.95
Piston Set, .030"	1500 (8.3:1 CR)	420-448	319.95	274.95
Tuftrided Rockershaft	All exc. Twin Cam	433-725	74.65	54.95

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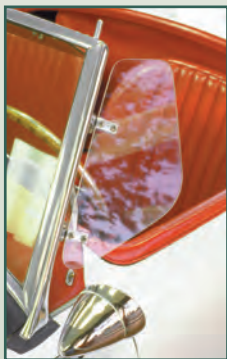
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Engine (cont.)

		Part #	Price	Sale
39" Braided Hose	All	435-680	\$64.95	\$52.95
45 1/2" Braided Hose	All	435-700	64.95	48.95
Camshaft	All	451-320	239.95	204.95
Roller Rocker Assy.	All Exc. Twin Cam	451-460	1,349.95	1,149.95
Vernier Timing Gear Set	All	460-398	289.95	249.95
Super Duty Tappet Set	must use late MGB pushrods	460-601	149.95	126.95
Tappet Set, Lightweight	All	460-608	74.95	61.95
Tappet & Pushrod set, 8 pr.	All	460-638	94.95	78.95

Exhaust

Muffler	All	454-580	\$54.95	\$46.95
Exhaust System, Stainless Steel	1500, 1600, MkII	454-875	265.95	229.95

Exterior

Brooklands Racing Screen	All	224-100	\$139.95	\$115.95
Windwing Set	All	240-200	69.95	51.95
Luggage Rack, Factory Option	All	244-700	364.50	299.95
Grille Kit	1500, 1600 (Not MKII)	470-068	329.95	264.95

Fuel System & Emission

K&N Air Filter, 1.75" Thick	1 1/2" SU (1 3/4" deep)	222-935	\$67.95	\$59.95
K&N Air Filter, 3" Thick	1 1/2" SU (3" deep)	222-950	57.95	49.95
K&N Air Filter, 1.75" Thick	1 3/4" SU (1 3/4" deep)	222-955	67.95	59.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
K&N Air Filter, 2.5" Thick	1 3/4" SU carbs (2 1/2" deep)	222-995	70.95	61.95
MG Crest Air Filter	1 1/2" SU's	223-290	54.95	46.95
Carb Set, SU H6	Twin Cam	370-798	1,194.95	999.95
Carb Rebuild Kit, for 2 carbs	1500	375-238	124.95	107.95
Carb Master Rebuild Kit, for 2 carbs	All exc. Twin Cam	375-518	156.95	136.95
Carb Master Rebuild Kit, for 2 carbs	Twin Cam	375-528	156.95	136.95
Fuel Pump, Double End - SU	All	377-036	369.95	319.95
Fuel Pump - SU	All	377-042	164.95	139.95
Fuel Pump, electronic, SU	neg. ground	377-225	209.95	174.95
Fuel Pump, electronic, SU	MGA, Pos. ground	377-235	166.95	139.95
Double Fuel Pump, electronic, SU	high output option, negative ground	377-335	419.95	359.95
Fuel Pump - Solid State	All	377-420	84.95	68.95
Fuel Pressure Regulator w/Filter	All	377-435	86.95	74.95

Interior

Rheostat Switch	All	146-000	\$107.95	\$79.95
Inertia Seatbelt, 3 Point - Hook Type	All	222-206	52.50	43.95
Inertia Seatbelt, 3 Point - Hook Type Short	All	222-209	52.50	43.95
Competition Seatbelt - 2 Point	All	222-211	84.95	71.95
Dashboard Burl	Roadsters	233-610	399.95	339.95
Frame Cover Set	All	240-500	58.95	48.95
Steering Wheel, Brooklands	All	453-165	399.95	329.95
Hub And Push, 46 mm Enamel Emblem	All	454-338	124.95	93.95

Suspension & Steering

Steering Rack and Pinion	LHD	263-100	\$258.95	\$189.95
Steering Wheel, original style	All	263-250	224.95	184.95
Negative Camber Wishbone Set	All	264-038	87.95	74.95
Top Suspension Link, RH	All	264-180	199.95	169.95
Pivot	All	264-270	79.95	59.95
Hub, Wire Wheel, R/H	1500 Wire Wheels	264-300	159.95	138.95
Hub, Wire Wheel, L/H	1500 Wire Wheels	264-310	159.95	138.95
Major Suspension Kit with V8 Type Bushings	All	264-348	148.95	111.95
Major Suspension Kit	All	264-358	136.95	102.95
Front Shock, replacement Armstrong	All	264-800	257.95	219.95
Front Sway Bar, 3/4"	All	454-945	137.95	119.95
Front Sway Bar, 7/8"	All	454-955	228.95	169.95

MGB/C

Body Panels & Structure

Rocker Panel Repair Kit, L/H	MGB, MGC	457-158	\$319.95	\$269.95
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Body Trim & Fittings

Interior Mirror	RD 1970-'80	165-115	\$49.95	\$36.95
Door Mirror, L/H	1968-'71	165-220	84.95	66.95
Raydyot Mirror	All	222-355	64.95	55.95

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Body Trim & Fittings (cont.)

		Part #	Price	Sale
Bullet Mirror, 4.25"	All	222-390	\$87.95	\$72.95
Factory Option Luggage Rack	option for 1974-'80	244-010	259.95	189.95
Sill Cover Set, black rubber	1962-'76	282-738	92.90	79.95
Front Floor Mat Set, black rubber	1968-'76	283-018	109.95	91.95
Master Lock Set, 3 piece	1965 on	401-598	99.95	82.95
Front Bumper Bar	1962-'74	453-090	119.95	104.95
Rear Bumper	1962-'74	453-100	169.95	147.95
Moulding Set, w/mounting hardware	All	453-478	50.95	41.95
Dash Roll, black	1962-'66	453-570	134.95	109.95
Tunnel Console	1972-'80	453-750	109.95	88.95
Front Bumper Kit, w/all chrome overrides	1962-'69	453-808	229.95	189.95
Front Bumper Kit, w/rubber tip overrides	1970-'74	453-818	229.95	189.95
Rear Bumper Kit, w/all chrome overrides	1962-'69	453-828	269.95	219.95
Rear Bumper Kit, w/rubber tip overrides	1971-'74	453-838	269.95	219.95
Dash Liner Set	1968-'80	453-863	85.95	71.95
Bumper Conversion Kit, Chrome Override	1974 1/2-'80	453-878	989.95	799.95
Grille Assembly	1962-'69	454-140	194.95	168.95
Grille Assembly, Complete	1973-'74 1/2	455-340	187.95	164.95
Front Apron (British Motor Heritage)	RD/GT, 1962 to Approx. '73	457-120	157.95	137.95
Rocker Panel, L/H, Heritage	All	457-150	124.95	106.95
Rocker Panel, R/H, Heritage	All	457-160	124.95	106.95
Repair Kit, R/H	All	457-168	319.95	269.95
Inner Panel, R/H	All	457-180	73.95	61.95
Hood, Steel, Heritage	MGB (interchangeable with aluminum)	457-245	861.95	719.95
Hood, Steel, aftermarket	MGB (interchangeable with aluminum)	457-250	179.95	149.95
Quarter Section, R/F	All	457-570	83.95	73.95
Wind Blocker	Roadsters	458-290	218.95	189.95
Windshield, Tinted, Original Style	Roadsters	458-815	114.95	92.95
Floor Panel, R/H, OE	1968 On	458-875	199.95	168.95
Floor Panel, L/H, OE	1968 On	458-885	199.95	168.95
Floor Panel, L/H	Thru 1967	458-940	184.95	153.95
Floor Panel, R/H	Thru 1967	458-945	184.95	153.95
Front Sebring Valence	All	475-185	159.95	134.95
Rear Sebring Valence	All	475-190	149.95	124.95
Front Air Dam	All	475-195	89.95	72.95
Dual Trunk Lift Kit	1972-'80	900-071	67.95	57.95
Dual Strut Hood Lift Kit	All	900-072	62.95	54.95

Brakes

Servo Repair Kit, orig. servo	MGC	021-164	\$92.35	\$76.95
Caliper Assembly, R/H, new	MGB	180-515	139.95	104.95
Caliper Assembly, L/H, Rebuilt, With Pads	All	180-536	119.95	99.95
Caliper Assembly, R/H, Rebuilt, With Pads	All	180-546	119.95	99.95
Brake Master Cylinder	1977-'80	180-735	229.95	184.95
Brake Master Cylinder	1962-'67	180-755	129.95	96.95
Master Cylinder	Dual Line, Non-Servo	180-765	229.95	194.95
Repair Kit	All	182-205	79.95	66.95
Brake Hose Set, braided stainless steel	MGB	182-228	94.45	82.95
Brake Pipe Set, cupro nickel	1968-'74, not MGC	183-118	114.95	94.95
Hawk Brake Pads	All	585-610	99.95	86.95
Brake Disc Set, grooved cross-drilled	MGB	586-605	209.95	174.95
High Performance Brake Kits	All	586-608	369.95	319.95
Wilwood Four Piston Big Brake Kit	1962-'80	586-628	1,429.95	1,199.95
Slotted Brake Rotor, Pair	All	588-630	114.95	96.95

Car Care, Tools & Shop Supplies

SK Carburetor Flow Meter	All	375-321	\$64.95	\$52.95
Jack with Handle, King Dick style	All	386-920	179.95	134.95

Clutch, Transmission & Drive Train

Pressure Plate, 9.5"	MGC	021-139	\$149.95	\$129.95
Speedo Angle Drive	1963 on	021-511	56.95	41.95
Clutch Master Cylinder	1962-'67	180-675	127.30	107.95
Clutch Master Cylinder	1968-'80	180-695	134.95	111.95
Clutch Slave Cylinder, Classic Gold	All	180-715	59.95	44.95
Clutch Slave Cylinder, original	MGB	180-720	109.95	91.95
Clutch Disc, New	All	190-250	68.95	57.95
Clutch Kit	MGB	190-808	149.95	129.95

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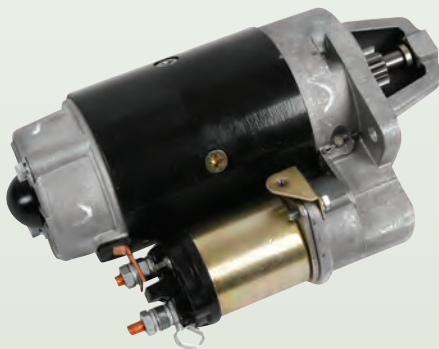
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Clutch, Transmission & Drive Train (cont.)

		Part #	Price	Sale
Competition Clutch Pressure Plate	MGB	190-810	\$129.95	\$106.95
Hub Extension, R/H	Wire Wheel	267-720	149.95	129.95
Drive Shaft Assy., 31.125"	1968-'80	268-090	174.95	149.95
Aluminum Flywheel Assy.	1968-'80	460-675	529.95	449.95
Laygear Bearing Kit	MGB to (e)GB74719 standard, GB74528 O/D	461-878	59.95	48.95
OD Solenoid Valve Assy.	1968-'80	466-375	179.95	149.95
Clutch Ball Bearing	All	866-470	62.95	52.95

Cooling

Heater Core	All	360-675	\$99.95	\$82.95
Water Pump	18G/GA Engines, 1962-'64	434-000	72.50	59.95
Fan, 7 Blade	RD (c)306257 to 410000 GT (c)309326 On	434-340	89.95	66.95
Radiator Assembly	1962-'67	456-880	249.95	204.95
Shroud, Radiator	1962-'67	459-685	49.95	42.95
Expansion Tank	1977-'80	459-690	147.95	109.95
Lower Air Duct Panel	RD from 360301 to 410000	475-245	54.95	41.95
Cooling Fan Motor	1977-'80	542-430	79.95	66.95
Heater Valve, Late	MGC from CD1-2604	780-411	49.95	41.95

Electrical

Alternator Conversion Kit	1962-'67	130-078	\$259.95	\$214.95
Alternator, rebuilt	1974 1/2-'78 to (c)471000	130-090	229.95	194.95
Alternator, new replacement	1978-'80	130-100	122.05	99.95
Starter, Rebuilt, Exchange	1968 on	131-210	259.95	219.95
Hi Torque Conversion Starter	MGB 1968-'80	131-215	294.95	249.95
Starter, New Reproduction	1968 on	131-220	239.95	189.95
Starter Relay	RD (c)187211 to 395331, GT from (c)187841 on	131-510	99.95	74.95
Generator	Thru 1967	140-200	154.95	128.95
Turn Signal Switch	1962-'67	141-770	74.95	55.95
Turn Signal/Horn/Dimmer Switch	1968-'70	141-810	79.95	59.95
Turn Signal/Dimmer Switch	1971-'72	141-820	104.95	78.95
Wiper/Washer/OD Switch	1968-'72	141-825	104.95	78.95
Turn Signal/Dimmer Switch	1973	141-830	67.95	49.95
Turn Signal/Dimmer Switch	1974-'76	141-840	69.95	51.95
Wiper/Washer/OD Switch	1973-'76	141-845	109.95	82.95
Turn Signal/Dimmer/Horn Switch	1977-'80	141-850	76.95	64.95
Distributor, new replacement	1962-'67	143-115	134.95	99.95
Distributor, Flame Thrower, Electronic	1962-'71, Neg. Ground, Ported Vacuum	143-116	239.95	199.95
Distributor, Flame Thrower, Electronic	1962-'71, Pos. Ground, Ported Vacuum	143-125	249.95	214.95
Mallory Electronic Distributor	4 Cyl, Neg. Ground	143-155	599.95	509.95
Mallory Dual Point Distributor	4 Cyl, Neg. Ground	143-180	329.95	284.95
Pertronix for Mallory Dual Point	4 Cyl, Neg. Ground	143-181	154.95	129.95
Side/Flasher Lamp Assy. clear/clear	1962-'67	143-955	59.95	44.95
Side/Flasher Lamp Assy. clear/amber	1968-'69	143-960	56.95	41.95
Side/Flasher Lamp Assy., replacement	1970-'74 1/2	143-970	59.95	44.95
Tail Lamp Assy.	1962-'69	144-390	86.95	64.95
Tail Lamp Assy.	1970-'80	144-395	104.95	86.95
Headlamp Assy. 2 adj. no rim	All	144-810	72.95	59.95
Wiper Motor, less gear and shaft	RD from (c)138401 on, All GT, 1968 on	145-490	89.95	76.95
Wiper Motor Assy, with gear	RD from (c)138401 on, All GT, 1968 on	145-558	114.95	96.95
Tripod Headlamp Set	LHD	156-878	139.95	104.95
PL Tripod Headlamp Set	All	156-898	169.95	126.95
Driving Lamp 500 SLR, stem mount	All	162-700	97.95	79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95	113.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95	113.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95	79.95
Lucas PL Tripod Headlamp	All	163-980	129.95	96.95
Front Side Marker, LH	MGB 1970 on	164-845	79.95	66.95
Front Side Marker, RH	MGB 1970 on	164-855	79.95	66.95
Pertronix Electronic Ignition Kit	Lucas 23, 24 & 25D, 4 Cyl. Neg. Ground	222-405	108.95	92.95
Pertronix Electronic Ignition Kit	Lucas 45DE4	222-425	119.95	99.95
Pertronix Electronic Ignition	Lucas 45D4	222-435	108.95	92.95
Pertronix Electronic Ignition Kit	Lucas DM4	222-475	119.95	99.95
Pertronix Electronic Ignition Kit	Lucas 23, 24 & 25D, 4 Cyl. Pos. Ground	222-555	120.95	102.95
Pertronix Electronic Ignition Kit	Lucas 23, & 25D6, 6 Cyl. Pos. Ground	222-560	120.95	102.95
Steering Lock and Switch Assy. replacement	1970-'74	263-610	82.95	61.95
Steering Lock and Switch Assy. replacement	1975-'80	263-640	159.95	119.95

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Electrical (cont.)

		Part #	Price	Sale
Ignition Switch, black plastic type	1974-'80	263-690	\$64.95	\$48.95
Wiring Harness, Cloth	Various	356-370	454.95	379.95
Wiring Harness, cloth bound	RD (c)48766 to 138400, GT to 139470	356-390	454.95	379.95
Main Harness	Various	356-550	451.95	374.95
Main Harness	Various	356-560	451.95	374.95
Main Harness	To Early 1974	356-610	470.95	389.95
Main Harness	Various	356-670	496.95	419.95
Wiring Harness, Vinyl	Various	356-678	794.95	689.95
Antenna, electric lift	All	386-960	102.95	82.95
Horn Push, centerpiece assy.	RD to (c)138400, GT to (c)139471	408-220	77.95	57.95
6 Volt Classic Battery	All	459-385	174.95	139.95
Hi Torque Conversion Starter	1963-'67	541-545	294.95	249.95
Wire Set, 8.5 mm	MGB 1967-'80	143-565	67.95	59.95
Mallory Unilite - 6 Cyl.	6 Cyl. Negative Ground	543-045	585.95	499.95
Mallory Dual Point - 6 Cyl.	6 Cyl. Distributor	543-040	329.95	284.95

Engine

Piston Set, .030	MGC	021-298	\$363.95	\$309.95
Alloy Valve Cover	MGB	224-508	109.95	91.95
Oil Cooler Installation Kit, rubber hoses	MGB thru 1974	235-905	87.40	71.95
Oil Cooler Kit, With 10-Row Radiator	MGB 1974-'80	235-990	159.95	134.95
Silicone Gasket Set	1962-'71	296-425	49.95	36.95
Head Gasket Set, Payen Brand	1975-'80	297-321	52.95	44.95
Gasket Set, Conversion, Payen Brand	5 Main Engines	297-521	51.95	43.95
Cylinder Head Stud Kit	MGB	322-858	199.95	169.95
P.C.V. Valve	RD/GT, 18GA/GB/GF engines	360-630	74.95	63.95
Piston Set, .020", 2.4" Long, AE Brand	5 Main Engines, Floating Pin thru 1971	420-400	324.95	289.95
Piston Set, .040", 2.4" Long, AE Brand	5 Main Engines, Floating Pin thru 1971	420-415	324.95	289.95
Piston Set, .020" AE 8.7:1	Press fit pin from 1972	420-436	319.95	274.95
Piston Set, .030", 2.4" long 8.7:1	Press fit pin from 1972	420-440	196.95	169.95
Piston Set, .030" AE 8.7:1	Press fit pin from 1972	420-441	319.95	274.95
Piston Set, .040", 2.4" long 8.7:1	Press fit pin from 1972	420-445	196.95	169.95
Main Bearing Set, Std.	All	425-060	53.95	46.95
Main Bearing Set, .010"	All	425-070	53.95	46.95
Rod Bearing Set, .010"	18GB On, 5 Main Engines	425-770	56.95	48.95
Pulley, Crankshaft	18G thru 1974 18V Engines	433-696	149.95	121.95
Tuftrided Rockershaft	MGB	433-725	74.65	54.95
Fan, 6 blade, metal	MGB 1965-'71	434-330	68.95	51.95
Oil Pump	MGB 5 Main	435-600	69.95	57.95
Uprated Oil Pump	MGB 5 Main	435-625	115.95	96.95
Camshaft	18G/GA Engines	451-320	239.95	204.95
Camshaft	MGB 1965-'80	451-335	229.95	184.95
Roller Rocker Assy.	MGB 1962-'74	451-460	1,349.95	1,149.95
Vernier Cam Gear Conversion Kit	All	460-398	289.95	249.95
Super Duty Tappet Set	MGB use 1972-pushrods	460-601	149.95	126.95
Tappet Set w/Lube	18V engines	460-604	191.95	168.95
Tappet Set, Lightweight	All	460-608	74.95	61.95
Tappet & Pushrod set, 8 pr.	18G thru GK engines	460-638	94.95	78.95

Exhaust

Headpipe	MGB 1968-'74	444-020	\$67.80	\$55.95
Rear Muffler	MGB 1968-'74	444-030	67.75	57.95
Muffler, Front, Replacement	MGB 1968-'74	444-035	66.85	54.95
Catalytic Converter, Replacement	MGB 1975-'80	444-175	255.95	219.95
Muffler & Pipe Assembly (3-Piece)	MGB 1975-'80 w/Cat	444-180	157.95	137.95
Muffler, Front	MGB 1975-'80 w/Cat	444-415	64.15	54.95
Rear Muffler	1975-'80	444-420	64.15	54.95
Ansa Free Flow Exhaust System	MGB 1963-'74 1/2	454-595	509.95	439.95
3 into 1 Exhaust Header	MGB All w/ separate exh. manifold	459-011	169.95	139.95
Peco Exhaust Header	MGB to 1975	459-045	289.95	249.95

Exterior

Brooklands Racing Screen	All	224-100	\$139.95	\$115.95
Badge Bar, Chrome, With Tabs	Chrome Bumper	244-121	143.95	121.95
Air Dam, BL Factory Option	All	475-180	169.95	144.95

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MGB/C

Fuel System & Emission

		Part #	Price	Sale
Carb Conv Kit, Weber Single Downdraft	1962-Mid '74, Manual Choke	222-260	\$589.95	\$499.95
Weber DGV Rebuild Kit	DGV Carbs	222-266	74.95	59.95
K&N Air Filter, Tapered Design	HIF44	222-905	70.95	61.95
K&N Air Filter, 1.75" Thick	1 1/2" SU (1 3/4" deep)	222-935	67.95	59.95
K&N Air Filter, 3" Thick	1 1/2" SU (3" deep)	222-950	57.95	49.95
K&N Air Filter, 1.75" Thick	1 3/4" SU (1 3/4" deep)	222-955	67.95	59.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
K&N Air Filter, 2.5" Thick	1 3/4" SU carbs (2 1/2" deep)	222-995	70.95	61.95
MG Crest Air Filter	1 1/2" SU's	223-290	54.95	46.95
Air Pump, Rebuilt	RD from (c)138401, GT from (c)139472	360-775	284.95	247.95
Gulp Valve	1968-'80	366-010	139.95	121.95
Carb Rebuild Kit	All	366-250	59.95	49.95
Carbon Canister	1970-'80	367-100	109.95	82.95
Anti Run-On Valve	1970-'80	367-110	89.95	72.95
Carburetor Pair, New	1962-'67	372-248	629.95	549.95
Carb Rebuild Kit, for 2 carbs	AUD52/135, 1963-'67	375-338	124.95	102.95
Carb Rebuild Kit, for 2 carbs	AUD326/405, MGB 1969-'70	375-358	135.95	111.95
Carb Rebuild Kit, for 2 carbs	AUD465, 1971	375-368	135.95	111.95
Carb Rebuild Kit, for 2 carbs	AUD550/630, 1973-'74	375-398	149.95	124.95
Carb Master Rebuild Kit, for 2 carbs	MGB 1962-'70	375-548	124.95	102.95
Carb Master Rebuild Kit, for 2 carbs	1971-'74	375-558	144.95	119.95
Hose Kit, Fuel Pipe Conversion	banjo fitting pumps	376-108	49.95	39.95
Fuel Pump, Double End - SU	All	377-036	369.95	319.95
Fuel Pump - SU	RD to (c)44438	377-042	164.95	139.95
Fuel Pump - SU	RD from (c)44439 & All GT	377-161	149.95	126.95
Fuel Pump, electronic, SU	MGB, to 44438, neg. ground	377-225	209.95	174.95
Fuel Pump, electronic, SU	MGB, to 44438, Pos. ground	377-235	166.95	139.95
Fuel Pump, electronic, SU	MGB, from 44439	377-245	174.95	149.95
Fuel Pump, electronic, SU	MGB, from 44439	377-255	163.95	138.95
Double Fuel Pump, electronic, SU	high output option, negative ground	377-335	419.95	359.95
Fuel Pump - Solid State	All	377-420	84.95	68.95
Fuel Pressure Regulator w/Filter	All	377-435	86.95	74.95
Manual Choke Conversion	single Zenith-Stromberg carb	386-325	139.95	117.95
Gas Cap, locking, Aston design	1962-'69	407-125	149.95	111.95
Heat Shield	MGB 1962-'71	451-005	67.95	54.95
Heat Shield	1072-'74 1/2	451-015	69.95	54.95
Gas Tank, Non Vented, Aftermarket	1965-'69	456-775	229.95	184.95
Fuel Tank	MGB 1970-'75	471-202	229.95	184.95
Fuel Tank	RD from (c)415001 on	471-222	229.95	169.95

Interior

Wiper/Washer Switch	MGB 1977 on	141-855	\$74.95	\$55.95
Rheostat Switch	RD to (c)294250, GT to (c)296000	146-000	107.95	79.95
Inertia Seatbelt, Black	MGB 1974-on	222-025	99.95	86.95
Inertia Seatbelt, 3 Point	1973-'80	222-030	235.95	199.95
Inertia Seatbelt, 3 Point - Hook Type	All	222-206	52.50	43.95
Inertia Seatbelt, 3 Point - Hook Type Short	All	222-209	52.50	43.95
Competition Seatbelt - 2 Point	All	222-211	84.95	71.95
Wood Rim Steering Wheel Assy.	1970-'76	263-728	249.95	184.95
LE Wheel Conversion Kit	1970-'76	263-738	209.95	157.95
LE Wheel Only	All	263-740	209.95	157.95
LE Wheel Assembly	1977-'80	263-748	209.95	157.95
Wood Rim Steering Wheel Assy.	1977-'80	263-758	249.95	184.95
Dash Panel Cover	MGB 1968-'71	453-720	289.95	249.95
Dash Panel Cover	MGB 1972-'76	453-740	289.95	249.95
Console Lid	MGB 1973 on	453-755	53.95	44.95
Dash Panel Cover	MGB 1977-'80	453-795	289.95	249.95
Console, Padded	1962-'71	453-800	109.95	94.95
Dash Kit, Burlwood	1972-'76	453-831	211.85	179.95
Dash Kit, Burlwood	1977-'80	453-841	211.85	179.95
Cover, Dash Top	1968-'71	453-890	49.95	41.95
Cover, Dash Top	1972-'76	453-895	49.95	41.95
Cover, Dash Top	1977-'80	453-905	49.95	41.95
Hub And Push, 46 mm Enamel Emblem	1962-'67	454-366	124.95	93.95
Deluxe Windblocker	All	458-298	358.95	309.95
Classic Seat Set, Black	1962-'80	641-315	1,599.95	1,199.95

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MGB/C Interior (cont.)

		Part #	Price	Sale
Adapter Hub	1971-'76	905-480	\$124.95	\$93.95
Hub And Push, 46 mm Enamel Emblem	1971-'76	905-482	124.95	93.95
Hub And Center, 46 mm Enamel Emblem	1977-'80	905-486	124.95	93.95

Suspension & Steering

Negative Camber Wishbone Set	MGB	264-038	\$87.95	\$74.95
Pivot, Wishbone	All	264-270	79.95	59.95
Shock Absorber, New	All	264-360	249.95	214.95
Shock Absorber, Rebuilt	All	264-365	184.95	159.95
Major Suspension Kit	MGB	264-408	169.95	144.95
King Pin Set	All	264-418	109.95	94.95
Swivel Assy. Pair, Rebuilt	All	264-468	539.95	469.95
Front Tube Shock Kit, Spax shocks	MGB	264-677	649.95	549.95
Pad Kit, Front Cross Member	Rubber Bumper	264-907	49.95	41.95
Complete Front Kit	Chrome Bumper	264-918	72.95	63.95
Poly Bush Kit	MGB 1975-'80	264-928	79.95	69.95
Bumpstop, Shortened	All	266-590	49.95	36.95
Complete Rear Spring Kit	All	267-538	84.95	73.95
Shock Conversion, Front W/Monroe Shocks	All	268-121	509.95	419.95
Front Tube Shock Kit, KYB shocks	MGB	268-122	549.95	449.95
Rear Tube Shock Kit, Monroe shocks	MGB	268-126	238.95	189.95
Rear Lowering Kit	MGB 1968-'80	268-140	92.95	69.95
Rear Tube Shock Kit, Spax shocks	MGB	268-228	429.95	359.95
Horn Push Assy.	RD from (c)219001 to 410000, GT from (c)219001 on	408-275	54.95	41.95
Rack & Pinion	Chrome Bumper Cars	453-619	169.95	139.95
Rack & Pinion	Rubber Bumper Cars	453-627	169.95	139.95
Steering Wheel, original type	1962-'67	454-340	264.95	209.95
Leaf Spring, 7 Leaf	RD from (c)360301 to 386795, GT to (c)361000	454-770	115.95	99.95
Leaf Spring	roadster 1975 on	454-775	115.95	99.95
Front Sway Bar 3/4"	All	454-945	137.95	119.95
Front Sway Bar 7/8"	All	454-955	228.95	169.95
Rear Leaf Spring, 1" lowered	MGB RD 1974 1/2-'80	456-215	169.95	139.95
LE Wheel	All	462-750	219.95	189.95

Triumph Spitfire MKIV - 1500

Body Trim & Fittings

Raydyot Mirror	All	222-355	\$64.95	\$55.95
Bullet Mirror, 4.25"	All	222-390	87.95	72.95
Windshield Glass, Tinted	All	458-827	150.95	124.95

Car Care, Tools & Shop Supplies

SK Carburetor Flow Meter	All	375-321	\$64.95	\$52.95
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Clutch, Transmission & Drive Train

Speedo Angle Drive	with O/D	021-511	\$56.95	\$41.95
Clutch Disc	1971-'72	190-890	69.95	59.95
Clutch Kit	1500, 1975-'80	190-990	188.95	164.95
Clutch Kit, Quinton-Hazel	1500	190-995	144.95	123.95
Piston Set, .020"	1500, 9.1:1 compression ratio	814-455	309.95	264.95
Water Pump	1979-'80	835-655	57.95	49.95

Cooling

Fan Clutch	1975-'78	434-575	\$178.95	\$155.95
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Electrical

Alternator, Lucas new replacement	1968-'80	130-100	\$122.05	\$99.95
Starter	All	140-400	127.95	102.95
Mallory Electronic Distributor	4 Cyl, Neg. Ground	143-155	599.95	509.95
Mallory Dual Point Distributor	4 Cyl, Neg. Ground	143-180	329.95	284.95
Pertronix for Mallory Dual Point	4 Cyl, Neg. Ground	143-181	154.95	129.95
Headlamp Assy. 2 adj. no rim	All	144-800	72.95	54.95
Tripod Headlamp Set	LHD	156-878	139.95	104.95
PL Tripod Headlamp Set	All	156-898	169.95	126.95
Driving Lamp 500 SLR, stem mount	All	162-700	97.95	79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95	113.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95	113.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95	79.95
Lucas PL Tripod Headlamp	All	163-980	129.95	96.95
Pertronix Electronic Ignition Kit	Lucas 45DE4	222-425	119.95	99.95

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Triumph Spitfire MKIV - 1500

Electrical (cont.)

		Part #	Price	Sale
Pertronix Electronic Ignition Kit	Lucas DM4	222-475	\$119.95	\$99.95
Antenna, electric lift	All	386-960	102.95	82.95
Starter - Rebuilt	All	541-540	209.95	169.95
Steering Lock & Switch, w/ 2 keys	to (c) FM10000	667-840	159.95	119.95
Steering Lock & Switch, w/ 2 keys	1973-'76	667-850	139.95	113.95

Engine

Valve Cover, Polished Rib	1300, 1500 thru 1976	224-550	\$84.95	\$69.95
Stud Kit, Cylinder Head, Heavy Duty	GT6 (Not Mkl)	322-818	159.95	138.95
Spin-On Oil Filter Adapter	GT6	635-820	69.95	59.95

Exterior

Brooklands Racing Screen	All	224-100	\$139.95	\$115.95
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Fuel System & Emission

Carb Conv Kit, Weber Single Downdraft	1500, Manual Choke	222-257	\$589.95	\$499.95
Weber DGV Rebuild Kit	DGV Carbs	222-266	74.95	59.95
K&N Air Filter, 1.75" Thick	1 1/2" SU (1 3/4" deep)	222-935	67.95	59.95
K&N Air Filter, 3" Thick	1 1/2" SU (3" deep)	222-950	57.95	49.95
K&N Air Filter, 1.75" Thick	1 3/4" SU (1 3/4" deep)	222-955	67.95	59.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
K&N Air Filter, 2.5" Thick	1 3/4" SU carbs (2 1/2" deep)	222-995	70.95	61.95
Carbon Canister	1973-'80	367-100	109.95	82.95
Anti Run-On Valve	1973-'80	367-110	89.95	72.95
Fuel Pump, Double End - SU	All	377-036	369.95	319.95
Fuel Pump - Solid State	All	377-420	84.95	68.95
Fuel Pressure Regulator w/Filter	All	377-435	86.95	74.95
Manual Choke Conversion	single Zenith-Stromberg Carb	386-325	139.95	117.95

Interior

Rheostat Switch	1975-'80	146-000	\$107.95	\$79.95
Inertia Seatbelt, 3 Point - Hook Type	All	222-206	52.50	43.95
Inertia Seatbelt, 3 Point - Hook Type Short	All	222-209	52.50	43.95
Competition Seatbelt - 2 Point	All	222-211	84.95	71.95
Adapter Hub	Spitfire to 1978, GT6 to 1968	853-785	124.95	93.95

Suspension & Steering

Solid Rack Mounting Kit	All	667-288	\$54.95	\$41.95
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Triumph TR2-4A

Body Trim & Fittings

Raydot Mirror	All	222-355	\$64.95	\$55.95
Bullet Mirror, 4.25"	All	222-390	87.95	72.95
Battery Box Liner, acid-proof plastic	TR2-3B	241-010	59.95	44.95
Dash Knob Set	TR4-4A	633-708	53.95	39.95
Windwing Set	TR2-3B	647-000	82.95	66.95
Glazing Rubber	TR4-4A	680-240	49.95	41.95
Body Mounting Kit	TR4A	680-648	109.95	82.95
Body Mounting Kit	TR2-3B	680-668	76.95	57.95
Trunk Hinge Pair	TR4-4A	802-288	69.95	51.95
Override, Front	TR3A-3B	802-760	54.95	43.95
Override, Rear	TR2-3B	802-800	54.95	43.95
Stoneguard Set	TR2-3B	802-988	114.95	96.95
Rear Override, R/H	TR4-4A	804-200	64.95	51.95
Rear Override, L/H	TR4-4A	804-210	64.95	51.95
Steering Wheel, original style non-adjustable	TR2-3B	853-740	289.95	214.95
Front Bumper Bar	TR4	854-060	164.95	123.95
Front Bumper Bar	TR4A	854-070	159.95	129.95
Rear Bumper Bar	TR4-4A	854-080	589.95	499.95
Bumper Bar	TR2-3	854-200	399.95	339.95
Front Valance Panel, lower	TR4-4A	855-100	129.95	96.95
Outer Sill Panel, R/H	TR4-4A	855-240	119.95	99.95
Outer Sill Panel, L/H	TR4-4A	855-250	119.95	99.95
Repair Panel, Lower R/H Front	TR2-3B	855-485	139.95	113.95
Repair Panel, Lower L/H Front	TR2-3B	855-495	139.95	113.95
Floor, R/H	TR2-3B	855-810	197.60	164.95
Floor, L/H	TR2-3B	855-820	197.60	164.95
Windshield Glass, Clear	TR4-4A	856-010	137.95	113.95
Windshield Glass, Tinted	TR4-4A	856-015	239.95	189.95



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Triumph TR2-4A

Body Trim & Fittings (cont.)

	Part #	Price	Sale
Cover, Driveshaft Tunnel (Fiberglass)	TR4-4A	856-790	\$69.95 \$57.95
Gearbox Cover, poly vinyl	TR4-4A	857-125	75.95 63.95
Grille	TR3A-3B	870-030	199.95 159.95

Brakes

Rear Wheel Cylinder, 3/4" Bore	TR3A (TS15332 to TS34403)	021-161	\$98.95 \$79.95
Wheel Cylinder, rear	TR2, 3 to TS13045	180-630	99.95 82.95
Brake Master Cyl.	TR4 from CT5784, 4A	581-030	169.95 144.95
Brake Hose Set, braided stainless steel	TR3 from TS13046, TR3B, 4	582-018	94.45 82.95
Brake Hose Set, braided stainless steel	TR4A IRS	582-048	113.95 99.95
Clutch & Brake Reservoir	TR3 from TS13046 - 3B	582-980	87.95 74.95
Brake Drum, 9"	TR4A IRS	586-020	119.95 89.95
Brake Disc, 11"	TR3 from TS13046, TR3B, 4	586-500	54.75 41.95
Rotor, Disc Brake (10 3/4"), Brembo	TR3 (TCF Series), TR4 Late, TR4A	586-510	74.95 63.95
Brake Disc Set, grooved cross-drilled	TR3B-4A	586-615	209.95 174.95
Big Brake Kit	TR4A (IRS)	586-718	899.95 729.95
Brake Pipe Set, cupro nickel	TR3 (from TS13046), 3B	588-618	114.45 92.95

Car Care, Tools & Shop Supplies

SK Carburetor Flow Meter	All	375-321	\$64.95 \$52.95
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Clutch, Transmission & Drive Train

Speedo Angle Drive	TR4A	021-511	\$56.95 \$41.95
Outer Axle & Hub Assy. New	TR4A	041-555	519.95 439.95
Bearing, Differential Carrier	TR4A	525-070	49.95 42.95
Clutch Slave Cylinder	TR2, TR3 to TS13045	580-750	64.95 48.95
Clutch Slave Cylinder	TR3 from TS13046-4A	580-760	49.95 36.95
Clutch Master Cylinder	TR3, 3B from TS13046	581-010	79.95 59.95
Clutch Master Cylinder	TR4-4A	581-510	62.95 52.95
Clutch Disc, New	TR2-4	591-000	99.95 86.95
Clutch Disc, New	TR4A	591-010	84.95 71.95
Pressure Plate	TR2-4	593-000	199.95 168.95
Clutch Kit	TR4A	593-030	199.95 169.95
Clutch Kit	TR2-4	593-055	299.95 254.95
Fork, Clutch Operating	All	596-030	62.95 54.95
Accumulator Housing	22/61753 Overdrive	866-320	94.95 82.95
Clutch Ball Bearing	All	866-470	62.95 52.95

Cooling

Thermostat w/Sleeve 160F	All	434-156	\$59.95 \$51.95
Heater Core	TR2-3B	635-435	519.95 439.95
Water Pump, upgraded	TR2-4A	835-071	109.00 79.95
Thermostat Housing	TR3B-4A	835-550	49.95 36.95
Conversion Kit	TR2-4A	837-508	248.70 214.95
Radiator Assy., with crank hole	TR2-3	849-990	509.95 409.95
Radiator Assy., w/o crank hole	TR2-4	850-000	479.95 379.95

Electrical

Generator, new	TR3A from TS60001-4A	140-200	\$154.95 \$128.95
Mallory Electronic Distributor	4 Cyl, Neg. Ground	143-155	599.95 509.95
Mallory Dual Point Distributor	4 Cyl, Neg. Ground	143-180	329.95 284.95
Pertronix for Mallory Dual Point	4 Cyl, Neg. Ground	143-181	154.95 129.95
License Plate Lamp Assy. Lucas	TR3 from TS18913 thru TR3B	144-190	79.95 63.95
Headlamp Assy. 2 adj. no rim	TR3A from TS22014 to TS32584	144-800	72.95 54.95
Wiper Wheelbox	TR4-4A	145-217	49.95 36.95
Tripod Headlamp Set	LHD	156-878	139.95 104.95
PL Tripod Headlamp Set	All	156-898	169.95 126.95
Driving Lamp 500 SLR, stem mount	All	162-700	97.95 79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95 113.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95 113.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95 79.95
Lucas PL Tripod Headlamp	All	163-980	129.95 96.95
Windtone Horn Set	TR2-3B	165-708	94.95 71.95
Pertronix Electronic Ignition Kit	Lucas 23, 24 & 25D, 4 Cyl. Neg. Ground	222-405	108.95 92.95
Main Wiring Harness, cloth bound	TR3A from TS60001 thru TR3B	356-270	345.95 289.95
Main Harness, Cloth Bound	TR3-3A from TS18913-TR3A TS60000	356-300	304.95 254.95
Antenna, electric lift	All	386-960	102.95 82.95
Battery, Tartop - 12V	All	459-400	299.95 259.95
Hi Torque Conversion Starter	TR2, 3 to TS50000	541-515	294.95 249.95

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Triumph TR2-4A

Electrical (cont.)

		Part #	Price	Sale
Hi Torque Conversion Starter	TR3A from TS50001, TR4A	541-535	\$294.95	\$249.95
Starter Switch	All	542-000	74.95	55.95
Headlamp Assembly, Sealed Beam	TR3A from TS32585-TR4 to (b)24600CT	544-000	144.95	107.95
Tail Lamp Assy., red lens	TR4-4A	544-080	179.95	149.95
Pump Assembly Kit	TR4-4A	565-070	54.95	43.95
Lighting Switch, repl.	TR4A	635-660	169.95	126.95
Control Head, Std. Wheel	TR2-3B	667-480	209.95	157.95
Pertronix Electronic Ignition Kit	Lucas distributors nos. 40495, 40422, 40520	222-605	122.95	104.95

Engine

Distributor Vacuum Unit	dist. #41155, 41220	163-630	\$87.35	\$69.95
Heavy Duty Head Stud Kit	TR3 from TS13052E through TR4A	322-865	199.95	169.95
P.C.V. Valve	TR4A	360-630	74.95	63.95
Head Gasket Set, Payen brand	TR3 thru 4A from (TS13052E)	690-021	64.95	54.95
Piston & Liner Set, Alternative	87 mm, TR2-4A	814-305	549.95	469.95
Piston & Liner Set, 86 mm	TR4-4A	814-310	549.95	479.95
Piston & Liner Set, 83 mm	TR2-4 (option on TR4)	814-320	549.95	479.95
Main Bearing Set, .010"	All	822-010	53.95	46.95
Fan, 4-bladed	TR2-3B	834-030	129.95	96.95
Rear Oil Seal Conversion Kit	All	837-005	89.95	66.95

Exhaust

Muffler	TR2-4	862-000	\$62.75	\$51.95
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Exterior

Brooklands Racing Screen	All	224-100	\$139.95	\$115.95
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Fuel System & Emission

K&N Air Filter, 1.75" Thick	1 1/2" SU (1 3/4" deep)	222-935	\$67.95	\$59.95
K&N Air Filter, 3" Thick	1 1/2" SU (3" deep)	222-950	57.95	49.95
K&N Air Filter, 1.75" Thick	1 3/4" SU (1 3/4" deep)	222-955	67.95	59.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
K&N Air Filter, 2.5" Thick	1 3/4" SU carbs (2 1/2" deep)	222-995	70.95	61.95
Carb Rebuild Kit, for 2 carbs	AUC786 & AUD878 H6	370-795	125.95	104.95
Carb Set, SU HS6	TR4A	370-838	677.95	579.95
Carb Master Rebuild Kit, for 2 carbs	TR2 AUC721 H4	375-518	156.95	136.95
Carb Master Rebuild Kit, for 2 carbs	AUC786 & AUD878 H6	375-528	156.95	136.95
Carb Master Rebuild Kit, for 2 carbs	TR4A HS6	375-578	115.95	93.95
Fuel Pump, Double End - SU	All	377-036	369.95	319.95
Fuel Pump - Solid State	All	377-420	84.95	68.95
Fuel Pressure Regulator w/Filter	All	377-435	86.95	74.95
Gas Cap	TR2-3A to TS60000	834-830	59.95	44.95
Gas Cap, with integral extension	TR3A from TS60001-3B	834-840	74.95	55.95

Interior

Rheostat Switch	steel dash TR4	146-000	\$107.95	\$79.95
Inertia Seatbelt, 3 Point - Hook Type	All	222-206	52.50	43.95
Inertia Seatbelt, 3 Point - Hook Type Short	All	222-209	52.50	43.95
Competition Seatbelt - 2 Point	All	222-211	84.95	71.95
Seal, Rubber	Cars w/o Surrey Top	649-060	74.95	55.95
Hub And Push, 28 mm Plastic Emblem	TR4-4A	853-785	124.95	93.95
Hub And Push, 46 mm Plastic Emblem	TR4-4A	853-786	124.95	93.95
Dash Pad, Top	TR4-4A	855-010	149.95	129.95

Suspension & Steering

Major Suspension Kit	TR2-4 to CT7218	660-988	\$106.95	\$79.95
Major Suspension Kit, Repairs Both Sides	TR4A	660-998	78.95	59.95
Axle Reinforcing Kit	All	661-293	299.95	259.95
Splined Extension, L/H	Wire Wheels	661-420	79.95	69.95
Bracket, Idler	TR2-3B	667-030	49.95	39.95
Rack & Pinion Assy.	TR4A	667-125	194.95	147.95
Quick Rack	TR4 from CT20064, TR4A	667-175	259.95	189.95
Cam, steering column	All LHD	667-375	294.95	244.95
Rear Tube Shock Conversion Bracket Set	TR4A (IRS)	670-110	171.95	138.95
Rear Shock Conversion Kit with Monroe shocks	TR4A (IRS)	670-118	229.95	194.95
Monroe Rear Tube Shock, for conversion	TR4A (IRS)	670-120	61.75	51.95
Rear Shock Conversion Kit with Koni Shocks	TR4A (IRS)	670-128	464.95	399.95
Up-rated Rear Spring Set	TR4A (IRS)	670-168	99.95	86.95
Prothane Trailing Arm Poly Bush Set	TR4A (IRS)	680-114	76.95	63.95

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Triumph TR2-4A

Suspension & Steering (cont.)

		Part #	Price	Sale
Bushing Kit, Front & Rear - Urethane	TR4A (IRS)	680-138	\$139.95	\$121.95
Differential Mount Repair Kit	TR4A (IRS)	850-795	114.20	94.95

Triumph TR250/6

Body Trim & Fittings

Raydot Mirror	All	222-355	\$64.95	\$55.95
Bullet Mirror, 4.25"	All	222-390	87.95	72.95
Glazing Rubber	TR6	680-240	49.95	41.95
Body Mounting Set	All	680-648	109.95	82.95
Mirror, Interior	All	801-085	53.95	39.95
Capping Strip, Aluminum	TR6	801-175	89.95	72.95
Finisher Set, Black	TR6	801-268	96.80	72.95
Trunk Hinge Pair	TR250	802-288	69.95	51.95
Override, R/H	TR250	804-200	64.95	51.95
Override, L/H	TR250	804-210	64.95	51.95
Trail Arm Box Repair Section	All	850-390	57.85	46.95
Bumper Bar, Front	TR250	854-070	159.95	129.95
Rear Bumper Bar	TR250	854-080	589.95	499.95
Rear Bumper Center Bar	TR6 1969-'72	854-760	199.95	149.95
Front Spoiler	TR6 1973-'76	855-095	144.95	126.95
Lower Valance, Front	TR6	855-100	129.95	96.95
Rocker Panel, R/H	TR6	855-240	119.95	99.95
Rocker Panel, L/H	TR6	855-250	119.95	99.95
Glass, Windshield, Clear, Laminated	All	856-010	137.95	113.95
Glass, Windshield, Top Tinted, Laminated	All	856-015	239.95	189.95
Cover, Driveshaft Tunnel, Fiberglass	All	856-790	69.95	57.95
Gearbox Cover, Polyethylene	TR6	857-125	75.95	63.95
Grille Assembly	TR6	870-150	156.95	126.95
Front Bumper Bar	TR6 1969-'74 1/2	994-055	399.95	294.95

Brakes

Brake Master Cylinder	All	581-040	\$183.95	\$152.95
Brake Servo Unit	All	581-055	292.95	249.95
Brake Hose Set, Competition	All	582-048	113.95	99.95
Brake Drum	All	586-020	119.95	89.95
Brake Rotor, Brembo Brand, each	All	586-510	74.95	63.95
Performance Rotors, Pair	All	586-615	209.95	174.95
Big Brake Kit	All	586-718	899.95	729.95

Car Care, Tools & Shop Supplies

SK Carburetor Flow Meter	All	375-321	\$64.95	\$52.95
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Clutch, Transmission & Drive Train

Speedo Angle Drive	All	021-511	\$56.95	\$41.95
Hub Assy. New	TR6	041-555	519.95	439.95
Alloy Flywheel Assembly	TR6 1970-'76	460-676	529.95	449.95
Bearing, Differential Carrier	All	525-070	49.95	42.95
Master Cylinder, Clutch, 0.75" Bore	TR250/6 thru '70 CC52952	581-530	72.95	59.95
Master Cylinder, Clutch, 0.70" Bore	TR6 from '70 CC52952-'76	581-541	82.95	61.95
Clutch Disc, Borg & Beck	TR6	591-010	84.95	71.95
Clutch Kit, Borg & Beck	All	593-030	199.95	169.95
Clutch Kit, Luk	All	593-040	259.95	209.95
Release Fork	TR6	596-030	62.95	54.95
Adjustable Clutch Slave Cylinder Pushrod	All	596-046	49.95	36.95
Poly Rear Mounting Kit	All	680-076	49.95	41.95
Accumulator Housing	All	866-320	94.95	82.95
Clutch Ball Bearing	All	866-470	62.95	52.95

Cooling

Water Pump & Pulley, With 1/2" Groove	TR6 1975-'76	835-055	\$74.95	\$61.95
Radiator	TR250/6 thru 1971	850-060	299.95	259.95

Electrical

Starter	TR250	140-400	\$127.95	\$102.95
Headlamp Assy. 2 adj. no rim	All	144-800	72.95	54.95
Wiper Wheelbox	TR250	145-217	49.95	36.95
Wiper Motor, less gear and shaft	TR6	145-490	89.95	76.95
Tripod Headlamp Set	LHD	156-878	139.95	104.95
PL Tripod Headlamp Set	All	156-898	169.95	126.95

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Triumph TR250/6

Electrical (cont.)

		Part #	Price	Sale
Driving Lamp 500 SLR, stem mount	All	162-700	\$97.95	\$79.95
Driving Lamp 500 SLR, back mount	All	162-760	141.95	113.95
Fog Lamp 500 SFT, back mount	All	162-770	141.95	113.95
Fog Lamp 500 SFT, stem mount	All	162-800	97.95	79.95
Lucas PL Tripod Headlamp	All	163-980	129.95	96.95
Pertronix Electronic Ignition Kit	All	222-395	108.95	92.95
Wiring Harness, Main	TR6 1974	356-770	479.95	409.95
Antenna, electric lift	All	386-960	102.95	82.95
Starter - Rebuilt	TR250	541-540	209.95	169.95
Tail Lamp Assy., red lens	TR250	544-080	179.95	149.95
Lighting Switch, repl.	TR250, TR6 1969-73	635-660	169.95	126.95
Wiper/Washer Switch, repl.	TR6 1973-76	635-770	145.90	121.95
Steering Lock & Switch, w/ 2 keys	TR6 1970-72	667-840	159.95	119.95
Steering Lock & Switch, w/ 2 keys	TR6 1973-76	667-850	139.95	113.95
Mallory Dual Point - 6 Cyl.	6 Cyl. Distributor (Most British with Lucas dist.)	543-040	329.95	284.95
Mallory Unilite - 6 Cyl.	6 Cyl. Negative Ground	543-045	585.95	499.95

Engine

Distributor Vacuum Unit	TR250, TR6 to CC58360	163-630	\$87.35	\$69.95
Valve Cover, Polished Ribs	All	223-340	179.95	149.95
Stud Kit, Cylinder Head, Heavy Duty	TR250/6, GT6 (Not Mkl)	322-818	159.95	138.95
Spin-On Oil Filter Adapter	TR250/6, GT6	635-820	69.95	59.95
Head Gasket Set, "Payen" Brand	TR6 1972-76	694-561	89.95	74.95
Piston Set, .020"	All	814-428	539.95	469.95
Water Pump	TR250, TR6 1968-72 1/2 to CC80027	835-030	62.95	52.95
Camshaft	TR6 1974-76	838-040	369.95	309.95
Valve Spring Set Upgraded	All	839-160	79.95	66.95

Exhaust

Exhaust Fitting Kit	TR6 1973-76	812-028	\$62.95	\$51.95
Sports Exhaust System, Stainless Steel	TR6 1972-76 Dual Head Pipe	860-270	557.95	479.95
Muffler & Tailpipe, Mild Steel	TR6 1972 on	862-080	134.95	111.95
Header	TR6 1972-76	865-035	419.95	359.95

Exterior

Brooklands Racing Screen	All	224-100	\$139.95	\$115.95
TR6 Luggage Rack	TR6	646-100	393.95	339.95

Fuel System & Emission

Weber DGV Rebuild Kit	DGV Carbs	222-266	\$74.95	\$59.95
K&N Air Filter, 1.75" Thick	1 1/2" SU (1 3/4" deep)	222-935	67.95	59.95
K&N Air Filter, 3" Thick	1 1/2" SU (3" deep)	222-950	57.95	49.95
K&N Air Filter, 1.75" Thick	1 3/4" SU (1 3/4" deep)	222-955	67.95	59.95
K&N Air Filter, 2.5" Thick	1 1/2" SU carbs (2 1/2" deep)	222-985	66.95	57.95
Carb Rebuild Kit, for 2 carbs	All	365-955	85.30	63.95
Carb Master Rebuild Kit, for 2 carbs	TR6 1970-76	365-970	135.40	111.95
Carbon Canister	TR6 1970-76	367-100	109.95	82.95
Anti Run-On Valve	TR6 1973-76	367-110	89.95	72.95
Meter, Carburetor Flow - SK	All	375-321	64.95	52.95
Fuel Pump, Double End - SU	All	377-036	369.95	319.95
Fuel Pump - Solid State	All	377-420	84.95	68.95
Fuel Pressure Regulator w/Filter	All	377-435	86.95	74.95
Choke Cable, OE specification	TR6 1973-76	734-270	64.95	52.95

Interior

Rheostat Switch	All	146-000	\$107.95	\$79.95
Inertia Seatbelt, 3 Point - Hook Type	All	222-206	52.50	43.95
Inertia Seatbelt, 3 Point - Hook Type Short	All	222-209	52.50	43.95
Competition Seatbelt - 2 Point	All	222-211	84.95	71.95
Crash Pad, L/H Lower, LHD	TR6 1970-76	633-245	79.95	69.95
Crash Pad, R/H Lower, LHD	All	633-265	79.95	69.95
Switch Plinth, With 4 Holes	TR6 1970-76	633-425	79.95	69.95
Sill Plates - Pair	TR6	648-528	69.95	51.95
Dash Top, Padded	All	854-990	149.95	129.95
Door Pull, R/H, Foam Pad	TR5/250, TR6 thru '73	855-005	59.95	51.95
Door Pull, L/H, Foam Pad	TR5/250, TR6 thru '73	855-015	59.95	51.95
Dashboard, Walnut Veneer	TR6 1969-early '72	856-700	476.95	409.95
Dashboard, Wood	TR6 1973-75 (USA Only)	856-720	476.95	409.95

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Triumph TR250/6

Suspension & Steering

		Part #	Price	Sale
Steel Wheel, 5.5" x 15"	TR6 1970-'76	454-715	\$199.95	\$164.95
Sway Bar Kit, Rear, 3/4"	All	660-970	219.95	184.95
Major Suspension Kit (Repairs Both Sides)	TR6	660-998	78.95	59.95
Axle Reinforcing Kit	TR6	661-293	299.95	259.95
Wire Wheel Adapter, L/H	Wire Wheels	661-420	79.95	69.95
Rack & Pinion Assy.	TR6	667-125	194.95	147.95
Quick Rack	All	667-175	259.95	189.95
Solid Mounting Kit, Uprated	All	667-288	54.95	41.95
Rear Tube Shock Conversion Bracket Set	TR6	670-110	171.95	138.95
Rear Shock Conversion Kit with Monroe Shocks	TR6	670-118	229.95	194.95
Replacement Shock Absorber	TR6	670-120	61.75	51.95
Shock Conversion Kit Rear	TR6	670-128	464.95	399.95
Spring Set, Rear, H/Duty	TR6 from CC61570	670-168	99.95	86.95
Bush Kit, Rear Trailing Arms	TR6	680-114	76.95	63.95
Bushing Kit, Front & Rear - Urethane	TR6	680-138	139.95	121.95
Differential Mount Repair Kit	TR6	850-795	114.20	94.95
Adapter Hub	All	853-785	124.95	93.95

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Wire Wheels

Description

Description	Part #	Price	Sale
13" x 4", 60 spokes, Chrome	454-685	\$332.95	\$259.95
13" x 4", 60 spokes, Painted	454-675	229.95	199.95
13" x 4.5", 60 spokes, Chrome	454-835	332.95	259.95
13" x 4.5", 60 spokes, Painted	454-805	238.95	199.95
14" x 4.5", 60 spokes, Chrome	454-635	332.95	259.95
14" x 4.5", 60 spokes, Painted	454-625	229.95	199.95
14" x 5.5", 72 spokes, Chrome	454-825	411.95	329.95
14" x 5.5", 72 spokes, Painted	454-815	290.95	249.95
15" x 4", 48 spokes, Chrome	454-615	350.95	279.95
15" x 4", 48 spokes, Painted	454-610	232.95	199.95
15" x 4.5", 60 spokes, Chrome	454-630	365.95	299.95
15" x 4.5", 60 spokes, Painted	454-620	247.95	199.95
15" x 5", 72 spokes, Chrome	454-660	438.95	349.95
15" x 5", 72 spokes, Chrome	854-290	383.95	329.95
15" x 5", 72 spokes, Chrome	854-370	400.95	339.95
15" x 5", 72 spokes, Painted	454-665	284.95	239.95
15" x 5.5", 70 spokes, Chrome	455-485	481.95	379.95

Wire Wheels

Description

Description	Part #	Price	Sale
15" x 5.5", 72 spokes, Chrome	454-730	\$438.95	\$349.95
15" x 5.5", 72 spokes, Chrome	854-380	499.95	419.95
15" x 5.5", 72 spokes, Painted	454-720	311.95	259.95
15" x 5.5", 72 spokes, Painted	854-375	383.95	329.95
15" x 6", 72 spokes, Chrome	854-300	378.95	329.95
15" x 6", 72 spokes, Chrome	854-390	512.95	439.95
15" x 6", 72 spokes, Painted	854-385	400.95	339.95
15" x 6.5", 72 spokes, Chrome	854-415	485.95	399.95
15" x 6.5", 72 spokes, Chrome	854-425	485.95	399.95
19" x 2.5", 48 spokes, Chrome	454-795	669.95	529.95
19" x 2.5", 48 spokes, Painted	454-600	509.95	399.95

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COMING EVENTS

April 26: 20th Annual All British Meet, Canyon Oaks Country Club, Chico, CA, www.chicobritishcarshow.com

April 30-May 3: *Classic Motorsports Mitty*, Road Atlanta, GA, themitty.com

May 2: BRITFEST, Horseshoe Lake Park, Succasunna, NJ, contact Charles Tregidgo, 201-791-6675, ctregidgo@gmail.com

May 3: 32nd Annual British Swap Meet & Car Show, Solon Commons, Solon, OH, contact neoahc@yahoo.com, 216-321-9158, www.neoahc.com

May 9: 22nd Annual British Car Gathering, Townsend, TN, contact George, 865-681-8909, noniegeorge@att.net

May 17: 25th British Car Day, Quaker Steak and Lube, Columbus, OH, www.buckeyetriumphs.org/BCD/bcdindex.htm

May 30-June 1: LOG29, Barber Motorsports Park, Birmingham, AL, www.log29.org, info@log29.org

June 5-6: 20th Annual Heartland MG Regional, Overland Park, KS, contact Don Bonar, 913-642-1266, www.heartlandMGregional.com

June 6: Cars and Cycles Against Cancer Car Show, Historic Walker Park, Blytheville, AR, contact Barry, barrett1@sbcglobal.net, www.carsandcyclesagainstcancer.com

June 6: EuroBrit Auto & Bike Expo, Madison, AL, <http://nabms.org/EuroBrit/EuroBritHome.htm>

June 6: Cars of England at Oakbourn Mansion, Westtown, PA, contact Steve Klein, 610-825-2617, klassiccar@aol.com, www.delvaltrs.org

June 7: British-by-the-Sea, Harkness Memorial State Park, Waterford, CT, contact John Bubela, woof-mg@excite.com

June 7: 14th Red Mill British Car Day, Red Mill Museum, Clinton, NJ, contact 908-713-6251, mgdriversclub@hotmail.com, www.mgdriversclub.com

June 12-14: 57th Annual Rallye Glenwood Springs, CO, contact Larry, 303-838-4411, llfrakes@hotmail.com, mgcc.org

June 13: Touch of England Show, Ho-Ho-Kus, NJ, contact Jack, 908-832-5082, johnbullock7@embarqmail.com

June 14: British Motorcar Gathering, Hellertown Reservoir Park, Hellertown, PA, contact Mike Jones, 610 865-3419, show@keystonemg.com, www.keystonemg.com/hellertown.html

June 17-20: TRA National Meet, Charles Town, WV, contact Joel Rosen, 410-775-7937, jrosenii@lycos.com, www.triumphregister.com

June 19-21: EuroMotor Extravaganza, Sand Springs, OK, contact Les 918-430-5968, gtvalfa@sbcglobal.net, www.EuMoEx.com

June 20-21: Eurocar 2009 Time Trials and Car Show, Lorenzo State Park, Cazenovia, NY, contact Rick Kunz, 315-299-4351, rkunz@twcny.rr.com, www.mgcarclub.com/cny

June 21: 28th Annual British Car Field Day, Sussex Village Park, WI, contact John Stockinger, 262-521-1072, jstockinger4@wi.rr.com

June 24-28: MG 2009, Beaver Run Resort, Breckenridge, CO, contact Bob Gloyd, 303-263-8189, MG2009@comcast.net, MG2009.com

June 29-July 3: Mini Meet 2009 East Meets West, Winona, MN, www.minimeet09.org

August 23: UK Car Day, Riverbend Genesee Valley Park, NY, 585-872-6536, www.UKCarDay.com

August 28-30: 12th Annual Gathering of MG Drivers Club of North America, Jiminy Peak Mountain Resort, Hancock, MA, contact 908-713-6251, mgdriversclub@hotmail.com, www.mgdriversclub.com

Sept. 13: Euros at the Fair, Lowe's Motor Speedway, NC, contact Larry, 704-697-9531

Sept 13: 23rd Annual Chicagoland Fest, Des Plaines, IL, contact Jack Feldman, qualitas.jack@gmail.com, www.britishcarunion.com

Sept 19-20: 26th Annual Colorado English Motoring Conclave, Arvada, CO, contact Gary George, 303-477-0189, gfgv12e@aol.com, www.coloradoconclave.com

Sept 24-26: 6-Pack Trials Festival, Long Beach Island, NJ, contact jimholewka@hotmail.com, www.6-pack.org/TRials09/Trials09.html

Sept 26: 30th Annual NAMGBR Mid-Atlantic Regional, Rocks State Park, MD, www.mgsofbaltimore.com, 410-817-6862

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